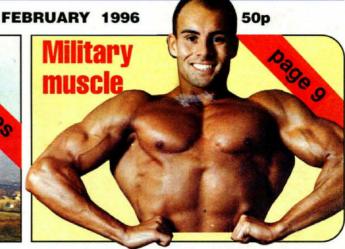


Navy News







HMS Brave . . . West

Indies Guardship

Life-or-death rescue after frigate's £90 million drugs bust

BIG SGIRE

40,000 set for **Purple** Star

OVER 40,000 American sailors, troops and airmen are set to take part in one of the biggest maritime exercises ever staged in peacetime.

The 11,000 Britons taking part during April and May will include the sailors of frigates, destroyers, Royal Fleet Auxiliary vessels, submarines and chartered merchant ships, as well as Royal Marines of 3 Commando Brigade and troops of the 5th Airborne Brigade.

One of the largest warships scheduled to take part is the assault ship HMS Fearless. Although a fire on board caused a setback in her refit at Portsmouth, the veteran amphibious command vessel is expected to be ready in time.

News media reports that rust on board has made her participation questionable have been denied by the Ministry of Defence. A spokesperson told *Navy News*: "The (rust) problems that have been uncovered are considered normal for a ship of Fearless's age." HMS BRAVE has continued her multi-million pound drug busting operations in the Caribbean by seizing cocaine with a street value of £90 million - to the delight of the US Coast Guard. And hard on the heels of that success she saved the lives of four Jamaican fishermen near their end after six days adrift without food or water.

The £90 million drug seizure followed an incident before Christmas in which she netted £20 million worth of drugs soon after beginning operations as West Indies Guardship.

Her latest feat was achieved on January 8 when she was conducting surveillance of speedboat traffic between Colombia and Mexico. After tracking a suspect boat by radar, the ship launched her Lynx helicopter to investigate the vessel more closely.

High winds

The aircraft, piloted by Lt Tony Wakefield - with Lt Joe Harper and S/Lt Gary Criddle as flight commander and observer respectively - located the small, fast-moving boat through high winds and driving rain. As soon as the speedboat crew spotted the aircraft they jettisoned their cargo and made off.

Arriving on the scene later, Brave recovered 40 large bales and 12 blocks of cocaine which she turned over to American authorities at the US base of Guantanamo on the island of Cuba a few days later.

For the second time in a month, the ship and her Commanding Officer (Cdr Tony Johnstone-Burt) won the praise of Armed Forces Minister Nicholas Soames for "yet another significant success in the fight against drug trafficking."





Joan McKevitt celebrates her

Sub hero's

wins place

AN IMPROVISED medal presented to the first submariner VC more than 80 years ago has gone on display at the Royal Navy Submarine Museum at

joke gong

of pride

The makeshift award was

presented unofficially to Lt Norman Holbrook (26) who on December 13, 1914 took

the submarine B11 on a hazardous passage through the Dardanelles to torpedo and sink the Turkish battleship

When he returned to the Mediterranean his fellow flotilla officers presented him with a large cardboard replica of an Iron

large cardboard replica of an Iron Cross. Days later he was gazetted for a real Victoria Cross, making him the first naval VC of World War I as well as the first submariner to get the medal.

Holbrook's First Lieutenant, Lt Sidney Winn, received the DSO and every man of the crew was awarded the DSM.

Messoudieh.

NAVAL wife Joan McKevitt could hardly believe her luck during her flutter at Gosport Crown Bingo Hall – she scooped the national jackpot of £104,000.

For Joan and her husband, CCWEA Mac McKevitt, the win could hardly have come at a better time as they are in the process of buying their first house.

"It's absolutely unbelievable and it still hasn't sunk in," said

month.

"It's a dream come true. Only 24 hours ago we had been worrying where we were going to get the money to move house."

Joan, a care assistant at a nursing home for the elderly, said she had been going to the bingo hall for only six months, and before her big night had not attended for weeks.

Mac, who joined the Navy over

Grafton, a Type 23 frigate in build at Yarrows on the Clyde. He said he was delighted to have won so

much.
Since their bumper windfall they have celebrated with their family – son Andrew (30), and daughters Sarah-Jane (26) and Anne. Joan and Mac plan to spend some of the money on a sumptuous party to celebrate Anne's 18th birthday this month.

Admiralty Arch safe from sale says DoE

ADMIRALTY ARCH will not be sold off. The pledge came in a statement from the Department of the Environment in response to press reports that consideration was being given to a sale as part of Ministry Defence sav-

The DoE said the Government never has had any inten-tion of selling the 96-year-old building at the top of The Mall in London.

"The position is that the Department's Property Holdings Directorate are currently assessing the options for the future use of Admiralty Arch when it is completely vacated by MOD," said the statement.

Advice

Estate agents had been com-missioned to advise on future

Meanwhile, completion of the sale of the former RN Engin-eering College Manadon is due on March 31

In a statement in January the Ministry of Defence said contracts had been exchanged with Peaston (Plymouth) Ltd on October 9.

The site was sold by formal tender in open competition.

Peaston is in association with Plymouth University which has a plan to develop the 106-acre site.



The "Iron Cross" has been donated to the museum by Lt Holbrook's widow, Gundula, Holbrook's widow, Gundula, whom he married after his first wife died in 1952. The presentation was made on January 14 by Robert Matthews, chairman of the Portsmouth company Holbrooks Printers Ltd., founded by the Holbrook family. Delighted

Museum director, Cdr Jeff Tall, said he was delighted that the medal had gone on display at Gosport. "The significance for us is to have something from the life of this truly heroic character," he said. "It is a priceless part of the man."

During the raid, in a subma-rine whose battery power limited her to six knots under water for only two hours, Holbrook braved minefields and came under fire from Turkish batteries when at one stage his boat lay grounded

Subsequently in the war Holbrook served in four other submarines and was slightly wounded during a patrol. He retired as a lieutenant-commander in 1920 and in 1928 was promoted commander on the Retired List, being recalled to serve in the Admiralty during World War II. He died in 1976.



Director of the RN Submarine Museum, Cdr Jeff Tall, receives Lt Holbrook's makeshift medal from Mr Robert Matthews who presented it to the museum on behalf of the Holbrook family. Top: This time-faded photograph from the Submarine Museum shows Lt Holbrook wearing the cross after it was presented by his fellow officers on board the battleship HMS Indefatigable in 1915.

Sea monster found during diving sweep of Portland

A DIVING team composed of former Service personnel made a monstrous discovery during operations to clear the seabed in Portland harbour – they came face to face with a giant, 3ft-long lobster, the largest to be found in UK waters for over 60 years.

The divers took the 15lb monster to Weymouth Sealife Centre where it was quickly named Neptune and continued its hearty lifestyle by feeding on a menu of mackerel.

"It was too old and too tough for the pot," said former Royal Marines captain Hugh Wiltshire, managing director of the diving

company involved, Quest Underwater Services Ltd. "Anyway, none of us had a pot big enough to put it in – and it would have been sacrilege to eat a creature which has survived as

a creature which has survived as long as this one."
Neptune's age was estimated to be at least 50 by the biological services manager at the Sealife Centre, Mike Quarm. He said Neptune was feeding well on a diet of mackerel. He was being cared for in quarantine to ensure cared for in quarantine to ensure he was free from disease and to get him over the stress of being captured.

Contract

"Our company has 15 sealife centres in Britain and we supply them with their specimens from here. Neptune will probably go to our new Birmingham centre which opens this year.

 Quest Underwater Services started a five-month operation under contract in November to ensure that Portland harbour is free from explosives before it enters private hands. Portland was bombed during World War II, although so far the divers have found nothing significant.

Armadillo's flying 25th

HMS Chatham has marked the 25th birthday of her Sea King helicopter 'Armadillo'. The aircraft, of 810 Squadron's B Flight, has flown 8,000 hours.

Broader than planned

Lt Holbrook's 'Iron Cross'.

RETIRED Army and RAF officers last month received copies of Broadsheet 95/96 the RN's annual magazine,

by mistake.
"Distribution is dependent upon the Paymaster's Office to provide a comprehensive list of names and addresses of all retired Naval officers," ex-plained Director of Public Relations (Navy) Commodore

Chris Beagley.

"Regrettably, an error in the Paymaster's Office meant that officers of all Services in receipt of war pensions received copies.
"Action is in hand to rectify

the situation to provide copies to those retired naval officers not receiving war pensions and I hope a solution will be reached by the end of February.'

MEMBERS of HMS Cottesmore's LS(D) Soapy Watson, deal carefully with the largest unexploded mine they are likely to encounter – a World War II, 2,000lb German GC

The giant, in frighteningly good condition, was dredged up from the seabed by the Belgian trawler Aegir. Her crew requested assistance from Cottesmore, a Hunt-class mine countermeasures vessel on fishery protection patrol in the area.

Led by Lt Savage, the ship's First Lieutenant, the diving team inspect-ed the mine and then lowered it to the seabed where they despatched it with explosive charges.



Jutiand veterans battle on to 100

TWO veterans of Jutland are celebrating their 100th birthday this month – 80 years after the epic battle with the Kaiser's High Seas Fleet.

battle with the Kaiser's High Seas Fleet.
Henry Goode, who served in the World War I cruiser
HMS Birmingham was marking his centenary on
February 1, followed three days later by Frederick
Pedelty, a seaman in the seaplane carrier HMS
Engadine.
Mr Goode (left), a Londoner by birth, was a carpenter in the Birmingham which fought as part of
Commodore Goodenough's First Cruiser Squadron.
Now a widower living in warden assisted accommodation in Heston, he was celebrating his 100th with
a tot of his favourite tipple – whisky – and with members of his family which includes great great grandchildren.

Mr Pedelty (right), a keen reader of Navy News, served in the Dardanelles and in K-class submarines. He now lives in a residential home but as recently as last year he lived alone and tended his

Daily walk

Despite suffering from silicosis which he contracted as a miner, he still takes a daily walk providing the weather is good. He was celebrating his birthday on February 4 at a family party in his home town of



Cargo crewmen Centred on a new job

forced to jump



 Northumberland's Lynx helicopter hovers over the stricken Romanian cargo ship Covasna, winchman LAEM Nick Owens taking to the water on his first SAR mission.

ON HER WAY to the South Atlantic HMS Northumberland raced to the assistance of a sinking Romanian cargo ship 260 miles W of Cape Finisterre.

FLAG Officer Surface Flotilla Vice Admiral John Brigstocke has formally assumed Command responsibility for the 46 mine countermeasures and patrol ships from Cdre Richard Moore, the outgoing Commodore Minor War Vessels, Minewarfare and Diving at a ceremony on board HMS Berkeley at Portsmouth.

0 0 0

POPULAR ex-RN entertainer Shep Woolley appears at the New Theatre Royal, Portsmouth on February 14 in aid of the Elizabeth Foundation for Deaf Children. Tickets £5 (tel 01705 372735).

0 0 0

FORMER Senior Naval Officer in the Gulf Capt Andrew Ritchie has been appointed General Manager of the British charity Middle East Navigation Aids Service at Bahrain.

0 0 0

FIVE stones weighing a total of two and a half tons from Two Sisters and Mount Harriot in the Falklands were delivered to the Royal Marines Museum Memorial Garden last month by London shipowners Jeppesen Heaton Ltd.

0 0 0

GLOBAL Travel Group opened up shop as the new travel agent for RN personnel at HMS Nelson last month – see their advertisement on page 25.

A distress call in the early hours of January 7 was received from the Covasna, 17 of her crew having abandoned ship, five in a liferaft and 12 in a lifeboat. The Master and four more remained on board.

The 12 in the lifeboat were picked up by the Russian tanker Akademik Pustovoit. Due to the high sea state the five on the raft could not at first be recovered, but after a few attempts they too were rescued.

first Northumberland's Lynx helicopter checked whether it would be possible to winch the five remaining crew off the sinking

ship.
But the 4,000 tonne Covasna was pitching and corkscrewing violently in winds up to force 11 and taking too much water over the cargo deck.

Uninjured

With sea swells of around 30 ft it was decided the only way to get the men to safety was to drop survival suits and lifejackets onto the quarter deck and have them jump into the sea before winch-

At 1300 hours this was done and they were later reported cold and tired but uninjured.

Crew of the Lynx helicopter from 815 Naval Air Squadron based at Portland were Flight Commander Lt Robert Scott, pilot Lt Christ (pronounced Chris) Zimmerman LISN and Chris) Zimmerman, USN and winchman LAEM Nick Owens the latter pair on their first SAR

operation

As reported last month, as Navy News went to press HMS Northumberland was due to visit St Helena, where the fourth ship to bear the name delivered Napoleon into his final exile in 1815 (see 'Smiles' on page 16, also 'Boney's spitting image' on



JOBCENTRES are now offering a new route into the Royal Navy – they started advertising vacancies last month.

At the London launch of the scheme at Westminster Street Jobcentre Education and Employment Secretary Gillian Shepherd said she was delighted to team up with the armed forces in their recruitment drive.

armed forces in their recruitment drive.

"The Employment Service will be able to reach those who may not have considered the job opportunities that the forces can offer – in particular, people may not be aware of the skilled jobs available, such as for mechanics, drivers, cartographers, cooks and many more.

Partnership

"By using the nationwide network of 1,100 jobcentres, the armed forces are giving easy access to quality jobs.
"This is not an empty promise. The pilot schemes run in Edinburgh, Gloucester, Greenwich, Liverpool, Norwich and Swansea have proved that this partnership works."

Waiting to meet Mrs
Shepherd at Westminster
Street were LROM Scott
Robertson, recruited through
Edinburgh Jobcentre, OM
Kerry Duckenfield Kerry Duckenfield (Gloucester) and Recruit Robert Poile (Sidcup).

Scaling the heights of entertainment

A CLIFF assault by the Royal Marines and a display by the RN Window Ladder team will be key events in this year's Royal Tournament at Earls Court.

The tournament, staged from July 9-20, will also include the annual Field Gun Run in which teams from Portsmouth, Devonport and the Fleet Air Arm compete at each performance, and music by the massed bands of the Royal Marines.

Aid assault wins Sword of Peace for Fearless

ASSAULT ship HMS Fearless has won the coveted Wilkinson

Sword of Peace for an aid "blitz" she conducted in Guyana.

During the ship's duty as West Indies Guardship in 1994, her Navy and
Royal Marines personnel undertook a five-day assault on disease and poverty in the Caribbean republic, as reported in the August 1994 edition of Navy News.

The aid package included medical treatment in remote villages for over 2,000 South American indians who had not seen a doctor or dentist for years. More than 500 people were inoculated against measles, mumps, rubella and the killer disease yellow fever, while others were treated for diseases including malaria, glaucoma and bone deformities. The ship's dentist treated 400 villagers, removing 1,000 rotten teeth in the process. In the capital Georgetown a home for the elderly was repaired and refurbished, a water tank and pump was installed in an outlying village, and training and material support was provided for the Guyana Coast Guard and Defence Force, including the refitting of three patrol craft.

Praise from President

"The ship's involvement in the various projects made a very significant impression on the country and even attracted the praise of the country's

President," said the award citation.

The Sword will be presented to the ship by Wilkinson Sword Ltd on February 5 at Portsmouth.



Drafty... Naval Service Casualty Co-ordination



Team goes into action when you're out of it

Have you ever wondered what happens to your next of kin form once you have returned it?

The duplicate yellow copy, which includes helpful notes for completion on the reverse, is retained by your ship or unit and the top white flimsy copy is forwarded to the Naval Service Casualty Co-ordination Centre (NSCCC) in Centurion Building.

The title changed from RNCCC to NSCCC to reflect the inclusion of Royal Marines Casualty Reporting and the Royal Marines Casualty Action Cell into the Naval Casualty Reporting Organisation. The NSCCC is located in Centurion Building, alongside the remainder of Naval Drafting Division of which it forms an integral part Division, of which it forms an integral part.

The latest NOK form, more accurately described as Casualty Notification Return and Legal Next of Kin Declaration Form S537, was revised in April 1994 following a two-year study by MOD and civil

Who must be told

They examined the need to declare a next of kin to be informed when a Serviceman or Servicewoman becomes a casualty; (ie on death, notifiable illness or injury) and the person with whom the RN will usually deal with in making funeral arrangements.

The rules that govern the term Legal NOK and assistance with the completion of the form can be found in BR8886 - RN Casualty Procedures, Articles 0110 and 0115.

In certain cases the legal next of kin may be an elderly parent or young child, in which case an additional nominee should be appointed and appropriate box 'Legal Next of Kin' via 'Additional nominee' should be ticked.

It is recommended that the additional nominee be appointed in all cases so that if the legal NOK cannot be contacted the Navy can inform the additional nominee who may help trace the legal NOK.

Any information that may be of help in informing NOK should be noted in the box marked 'amplify-ing information'. The more information you can provide, such as alternative work address, telephone numbers etc., the easier it will be for the Services to contact those you have nominated.

Why does the NSCCC require this information and who has access to it?

NOK information is stored on the NMMIS computer in Centurion and on a standby system in the event of breakdown. It is available to the NPFS and 'kinforming' organisations 24 hours a day, 365 days a year to assist when necessary in contacting your

All information is treated in the strictest confidence and is only obtainable by authorised enquir-



Which reminds me! The Army and Navy match next month... must fill out my NOK form!

ers who have access to a specific password.

The NSCCC is on standby for activation at all times in the event of such emergencies such as disaster at sea, terrorist attack, nuclear incident, road traffic or other accident involving the RN, Royal Marines, or attached personnel, which might result in casualties and where units require assistance in informing NOK or person to be notified (PTBN).

Using the NOK/PTBN information, the NSCCC liaises with the regional casualty action cells (CAC) at HMS Drake, HMS Nelson and HMS Neptune and their SubCacs to organise "kinforming" whenever possible by an RN/RM Officer or Family Services personnel.

The Naval Enquiry Cell (NEC) of the NSCCC provides a vital central telephone link between the Service and the NOK/PTNB.

The telephone number of the NEC is released to the media as soon as possible after a major incident to enable the next of kin to obtain information. The NEC will normally only deal with the NOK or addi-

Souls on Board

The souls on board desk regularly liaises with ships, submarines, aircraft, naval parties and deployed Royal Marine units to ensure that an accurate nominal list is available at all times.

The SOB list, together with information from the scene of the incident, NOK data and any NOK information updated via the NOK calls to the Naval

Enquiry Cell is combined to provide your NOK with the most accurate casualty information about you as soon as possible.

All this can only be achieved if YOU keep all your next of kin and supplementary information up to date. It's your responsibility - check it today!

Please also ensure that persons nominated are aware of their responsibilities, particularly if they are additional nominees with a responsibility to

Need to know more?

Further information about the Casualty Organisation is contained in Royal Navy Casualty Procedures BR8886. For Royal Marines, it should be read in conjunction with Royal Marines Casualty Instructions BR8741 until their incorporation into

Personnel responsible for, or involved in soulson-board reporting, casualty action cells, casualty reporting or in giving advice on the completion of the NOK forms are most welcome to visit the NSCCC for briefings. The Naval Services and Casualty Co-ordination Centre permanent staff are only to pleased to help with telephone enquiries.

The officer in charge of the NSCCC (CASREPO) is Lt Cdr Ken Baker who is also the Medical Drafting Officer (DC4).

Day-to-day responsibility for the NSCCC lies with the Office Manager, WO2 Paul Heyworth RM



The NSCCC Naval Enquiry Centre Telephone Counsellor/Operators

The casualty co-ordination team

CASREPO Office Manager Training Manager SOB Manager **NOK** enquiries

Lt Cdr Ken Baker RN 2570 WO2 Paul Heyworth RM 2153 **RPO Mack Mackman** 2623 Mrs Lyn Deane 2755 Mrs Fiona Sweet 2753 Mrs Tina Light 2754

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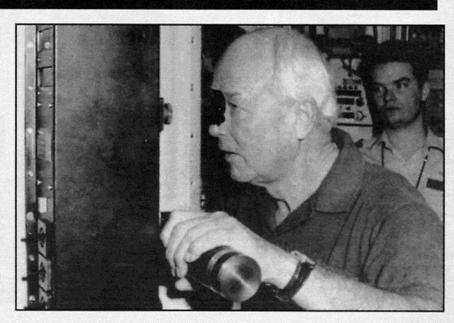
Sub visits

THE GOVERNOR of Bermuda enjoyed a hands-on tour of the nuclear submarine HMS Torbay while she conducted operations off the south-east coast of the

His Excellency Lord Waddington drove the boat to periscope depth in the planesman's posi-tion and conducted surveillance of his island from the search periscope.

The Governor observed many aspects of amphibious operations before being taken off the submarine and returned to Bermuda by boat transfer. HMS Torbay returned to her areas

Right: His Excellency Lord Waddington, Governor of Bermuda, surveys the island from HMS Torbay's search periscope



RENCHANT HONED

MAINTENANCE – and Christmas leave – occupied the ship's company of HMS Trenchant from her return to Devonport in November in preparation for her departure last month for five weeks of operations in the Atlantic.

The submarine's projected programme for the year includes exercises with ships, submarines and aircraft from many European nations and from America. There are also port calls planned to the United States and possibly to

Holland.
HMS Trenchant, built by Vickers Shipbuilding and Engineering, Barrow-in-Furness, was launched by Lady Hunt on November 3, 1986. Guests of honour at the ceremony included Vice Admiral Sir Arthur Hezlet, CO of the wartime Trenchant, and members of his ship's com-

Battleships

After commissioning in January 1989, HMS Trenchant entered the Fleet as the fifth of the Trafalgar-class nuclear-powered fleet submarines. These ves-sels, the SSNs, are the modern battleships. Trenchant's role is to seek out and destroy enemy ships and submarines anywhere in the

Her source of power is a urani-um-fuelled reactor. The fuel is fissioned by neutrons under control and heat is produced. Primary coolant water under pressure is pumped through the core, taking heat to steam gener-

Here, secondary water is boiled, producing steam to drive the main engines and electrical generators. The process is not dependent on air, and so is ideal for a submarine.

Any fresh water required for both machinery and domestic use is produced on board, and there is a battery back-up for important

Propulsion is from two steam turbines, giving speeds in excess

of 25 knots. For slow speed manoeuvring there is a retractable motor known as the

eggbeater". HMS Trenchant's armament includes the RN Sub-Harpoon, a long-range anti-ship missile fired while the submarine is dived, and Tigerfish, a battery-powered wire-guided anti-submarine torpedo, with active and passive homing.

Generation

Trenchant is the first Royal Navy submarine to be fitted for Spearfish, the new generation of high speed, anti-submarine tor-pedoes, and in due course she will be fitted to receive Tomahawk cruise missiles, along with the other Trafalgar and

Swiftsure boats.

The main sensor used to track targets when under water is sonar and HMS Trenchant is fitted with both active and passive types, with the ability to analyse frequencies for classification.

Complex action information and fire control computers use the sonar data to produce firing solutions on targets, and to con-trol the wire-guided weapons in

Detection

The submarine is also very quiet, using the most up-to-date noise reduction techniques to avoid counter detection.

Communications are vital to all operations and Trenchant's radio equipment enables her to pass messages to and receive them from any part of the world, by conventional means and via

Satellites are also used for navigation, as are gyro compass, radar and radio. When dived, the submarine's inertial navigation system, SINS, produces an accu-rate position without the need

for regular fixing. HMS Trenchant has a seagoing ship's company of some 15 officers and 105 ratings. Because of the length of time the submaor the length of time the submarine may be submerged – in excess of 70 days – all the stores and food are carried on board. Space is very carefully used!

Atmosphere

The medical department monitors atmosphere levels of oxygen, carbon dioxide, carbon monoxide and other gases, all of



ONE OF the two previous Royal Navy vessels to bear the name Trenchant was a celebrated submarine. Before her came a modified R-class destroyer built by J.S. White of Cowes and launched in December 1916.

She was commissioned into the 15th Flotilla, Grand Fleet. After the war she was recommis-sioned at Portsmouth as a tender to Colleen, Receiving Ship at Queenstown. Reduced to the reserve the following year, she was sold for breaking up in 1928.

The first submarine of the name was one of 59 T-class boats built during the Second World War. She was built at Chatham Dockyard and launched in 1943. Driven by diesel-electric power, she displaced 1,575 tons and had a top speed of nine knots dived.

Commissioned in 1944, Trenchant soon sailed to the Far East, joining the 4th Squadron at Trincomalee in early July.

Her crowning achievement of a successful war began on June 7, 1945, off Sumatra when, under the command of Cdr Arthur Hezlet, she received a report of a Japanese heavy cruiser escorted by a destroyer.

That night, while recharging batteries on the surface, she was attacked by the escort. Trenchant dived and managed to avoid the

destroyer, while continuing to lie in wait for the cruiser.

On the morning of June 8 she sighted her target – the Nachi-class cruiser Ashigara – at a range of about six miles. Trenchant closed as far as possible in the shallow water, having to negotiate an Allied minefield.

Torpedoes

A full salvo of eight torpedoes was fired at a range of 4,000 yards and five crashed into the cruiser, sending up columns of spray higher than the mast. The attack, described as one

of the most brilliant of the war, removed the only serviceable Japanese cruiser from the area on the eve of the Australian landings in Borneo.

For this exploit Cdr Hezlet was granted a Bar to his DSO and awarded the Legion of Merit - the highest award the USA can bestow on a foreign commander – by the Americans. The submarine was granted the Battle Honour Malaya 1944-5.



A nuclear-powered fleet submarine, HMS Trenchant can dive to depths in excess of 175m and travel faster than 25 knots. She commissioned in January 1989, fifth of the Trafalgar class.

which are carefully controlled. Every opportunity is taken for recreation ashore, and on board film and video shows are held.

The submarine is affiliated to Llanelli and regular visits to the Welsh town strengthen this important link. Trenchant also takes care to maintain the strong ties with the crew of the first submarine of the name.

Among the present ship's

company are some on board to complete their Part 3 training, qualifying them as professional submariners and entitling them to wear the coveted Dolphins badge of the Submarine Service.







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Facts and figures

Pennant no: S91. Laid down: 1984. Launched: November 3, 1986. Commissioned: January 14, 1989. Length: 85.4m. Beam: 9.83m. Draught: 9m. Deep diving depth in excess of 175m. Displacement: 5,208 tonnes. Speed: In excess of 25 knots. Missiles: McDonnell Douglas UGM-84B Sublarpoon: active radar homing to 130km at .9 Mach. Torpedoes: 5 x 21in bow tubes; Marconi Spearfish; Marconi Tigerfish; 20 reloads. Mines: Can be carried in lieu of torpedoes.

POSTCARDS of our Ships of the Royal Navy are available at 65p each (minimum order £1.95) from Navy News, HMS Nelson, Portsmouth PO1 3HH. An order for 12 cards costs £7 and a standing order for the supply of each of 12 cards on publication costs £10.50, or £12.50 overseas. Prices include postage and packing, and postcards will be dispatched on receipt of stamps, postal order cheque or credit card details. Our postcard series began in 1956.





Letters

Pasted with a AS A YOUNG cook serving in HMS Hood in 1937 I fell foul of a certain Leading Hand. He gave me every horrible

job he could find.

In the centre of the main gal-ley was a gangway down to the

hot locker room and while I was putting some pies through the ovens I saw this individual go down there.

As he came up level with the coaming I put one straight over his head – it was a pie designed for 16 men so it was pretty big – and he crashed to the bottom, a little scalded.

Before I realised what was going on, two huge bootnecks lifted me up and without touch-ing the deck I was marched onto the quarterdeck.

The next day at defaulters the Master-at-Arms read out the charge. All the officers present roared with laughter, which the Commander didn't appreciate and informed them so.

For the next two weeks I had to double around the dock bot-tom with rifle overhead.

Much later, while I was serving on FOSM's staff as a Lieutenant, guess who turned up as a Chief in my part of ship? – A.Ayling, Gosport.

Rights and wrongs

YOUR ARTICLE on HMS Cardiff (Ship of the Royal Navy No 482) is wrong with regard to the history of the second Cardiff.

Heligoland Bight was fought almost three years before she was commissioned, on 28 August 1914. – P.Herlihy, Ruislip.

What is referred to here is the second action off Heligoland, on 17 November 1917, which was in fact the last encounter between the big ships of World War I. Several other readers have drawn attention to this 'mistake' - Ed.

king-size pastry!

THE PHOTOGRAPH on page 17 of the December issue of a battle-cruiser does not depict HMS Tiger, which was not Beatty's flagship at Jutland – nor is it beyond doubt the Lion, which was.

You are mistaken, also, in saying that Beatty became C-in-C of the Grand Fleet in 1918; the date of his appointment was 27 November 1916.

For the record, when I com-missioned the cruiser HMS Lion in 1962, our principal guest was Admiral of the Fleet the Lord Chatfield, who had been Beatty's

flag captain.
Aged 89, he refused a proferred chair and stood erect for over an hour greeting some 70 of his 'old Lions'. – Vice-Admiral Sir lan McGeoch, Wetherby.

0 0 0

THE ILLUSTRATION to your article 'Fully covered for a wartime winter (December issue) showing a Wren with gas mask is not quite correct.

The personalised haversack

obviously belonged to a Wren but the respirator itself is one used by other services.

Army, RAF, Police and some Civil Defence Services all used this type of respirator but wore it with the haversack to the front of the chest, held in place by a piece of lace or cord.

Naval respirators were worn with the haversack suspended to

the rear of the left hip and held in place by an additional web-bing strap. They consequently needed a breathing tube more than twice the length of those

used by the other services.

While wearing respirators during anti-gas drill it was a popular prank to hold and twist the tube of the person in front and await the subsequent reaction. – J.G.Hinton, Worcester.

LETTERS to the Editor should always be accom-panied by the correspondent's name and address, necessarily publication.

Gold chip service

encounter with 'Jenny Side Party' (November issue), as another ex-Ariadne I well remember her on board her sampan in Hong Kong

harbour.
I wonder if the Admiralty ever rewarded her for her long service to the RN, cleaning the sides of visiting HM ships? - **E.Piddington**, Oldham.

In 1981 'Jenny' (Mrs Ng Muk-Kah) was awarded the BEM. Last year she received a goldplated Bosun's Call from the RN Boatswains Association to mark her 50 years' service. - Ed.

Fussy over 'Fess'

I WAS intrigued by your explanations of the origins of nicknames in common use in the RN. I am prompted to put right a common misconception regard-

ing the surname 'Parker'.

It is incorrect to apply the spelling and pronunciation 'Fezz' to this, as many of my shipmates in the HMS Dainty Association will confirm.

The correct appendage is 'Fess', deriving from Fess Parker who starred in the film 'Davy Crockett', a big box office hit in the mid 1950s.

I was then serving in Dainty with the original RN version, Colin John Parker. P.J.Hillman, Bognor Regis.

A peck from Wild Swan?



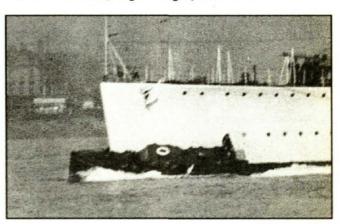
I WONDER if any of your readers could shed some light on this incident which took place in Portsmouth harbour in November 1931?

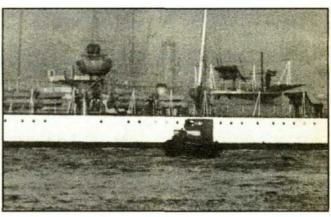
In the Wright & Logan collection we have two odd negatives of HMS Wild Swan, the illustrious World War II 'W' Class destroyer bombed and sunk at Bantry Bay on 17 June 1942.

Both images are very small, so something obviously caught the photographer's eye to make him take the photographs in this

unprofessional fashion.
On closer examination Wild Swan appears to have hit a small launch – in the first picture you can clearly see a boat lifting up

The second picture, taken a short time later according to notes attached, shows the small boat apparently drifting with her bows toward the camera, as if her stern has been forced round with the impact. There also appears to be some dialogue with a crew member. – R.Forrest, Wright & Logan, Portsmouth.





When Conway finally headed for disaster



 HMS Conway aground on the Caernarvonshire shore, just west of the Menai Suspension Bridge, photographed in May 1953 by Miss H.T.Proctor, Ryde, IOW.

WITH REGARD to the HMS Nelson figurehead story (December issue), I must point out that HMS Conway made a perfect passage in the middle of 1941 from her moorings off Rock Ferry in the River Mersey to her new moorings off Bangor Pier in the Menai Straits.

She did not run aground at that time, nor was her figurehead damaged beyond repair. I was just finishing my training as a Cadet RNR then and was bowman in No 1 motor boat which rescued all the crew of the s.s. Tacoma City after she was blown apart at anchor by one of the magnetic mines which had been dropped alongside Conway by the Luftwaffe the previous night. It was as a result of this that the decision was taken to move

the ship out of the Mersey and after the passage around the coast we Cadet Captains rejoined her early so as to prepare her for the remainder of her Cadet complement joining for the

After 12 years in the Menai Straits she was on passage in 1953 from the moorings at Plas Newydd to which she had been subsequently moved, back to the Mersey for dry docking and an overhaul, when disaster struck as she was passing through the

After taking a slew she ran ashore, breaking her back as the tide fell away. The figurehead was removed and raised at the shore establishment – and the ship was subsequently set alight some two years later, becoming a total loss.

The figurehead remained at the shore establishment until it was closed in 1974 when it was presented to HMS Nelson. It was NOT commissioned by members of the Conway Club to be placed on the parade ground, but is the one which was unveiled whilst HMS Conway was lying alongside Princes Pier at Liverpool on 11 September 1938. – Capt L.J.Thompson, president, The Conway Club, Buckhurst Hill.



Navy News

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Letters



Boney's spitting

DUE TO a change in her normal itinerary RMS St Helena will call at St Helena 25 times this year, rather than the usual six as you reported last

One thing is certain, HMS Northumberland will have received a warm welcome in Britain's second oldest colony where they are, and always have been, British

and proud of it.
I enclose a copy of a watercolour sketch in my possession of Napoleon on board the original HMS Northumberland.
This sketch by Commissary Denzil Ibbetson is the most important caricature portrait of him to have survived from his exile on St Helena, where it was given to the writer Theodore Hook. – T.W.Hearl, Cheltenham.

Harts kept in mind

SINCE you printed my 'Calling Old Shipmates' appeal in November I have been contacted by 14 of the crew of the frigate HMS Hart, Far East Station 1949-51 and we have vowed to keep in touch and maybe have a

When I recall my service in Hart I think of Malaya and the Korean War – but most of all the Yangste Incident with Amethyst, Black Swan, Consort and London.

We thought we would be next to get sent up, but we stayed at the mouth of the river and waited for our sister ship to come down.

I well remember the Aldis lamp signal from Amethyst as she came level with us: "Thank you for waiting". "See you in Hong Kong" we

replied.

We lost some good shipmates in that episode, but we were proud to cheer what was left of our sister ship's crew. – W.Devon, Liverpool.

Raw deal for VC

S.W.APPLIN'S letter regarding obscure VCs (January issue) prompts me to record the case of AB George Hinckley, who was also rather ill-served.

The only Devonport rating, so far as I know, to be awarded the Victoria Cross is buried in Ford Park cemetary. He was born in Liverpool in 1819 and died in 1904 at his home at 44 North Street Phymouth Street, Plymouth.

He was serving in the paddle wheel sloop HMS Sphinx during the Third Chinese War in 1862 as a member of a Naval Brigade which landed at Fung Wha to capture a stronghold held by the Tainings

Taipings.

He had to march inland 30 miles, carrying three days rations of salt pork and biscuits plus 70 rounds of ball cartridge along

very poor roads in heavy rain. At 0800 hours after a breakfast of biscuits and half a gill of rum, the attack was launched on the stronghold and met by heavy fire leaving many dead and wounded.

Among the wounded was the Master's Assistant of the Sphinx, Mr Croker, who had led the assault. Hinckley got permission to attempt a rescue and amid a hail of bullets carried him over his shoulder 150 yards to the safety of a joss house.

He then returned to carry a wounded Army captain to safety. Hinckley retired from the RN

in 1887 and on reaching the age of 80 applied for an increase in his gratuity, which the Admiralty granted, from £10 to £29 17s -but they cancelled his Greenwich old age pension of £13 12s.

His wife was so outraged that after he died she sold his VC for £10. It was sold again in 1962 for £440 and is now believed to be in the USA. -R.Wall, Plymouth.

thetel & Sapoleon was made on board the + the of low or han organy to thelean, bethe los has give it o me in that when ? 'Local Acting' for nine years in five jobs

IT WAS very interesting to read LWEM(R) Carter's letter reference local acting billets (January issue) because what he is saying I feel most people with Local Acting experience would agree with.

Captain Naval Drafting's answer is politically correct, but we all know that most people waiting on rosters will rearrange, at short notice, their drafting preference; it only takes a phone call in most cases.

It was strange to read Captain Naval Drafting's denial that per-sonnel are not drafted to another Local Acting billet to maintain that rate. In my own case I have been Local Acting for nine years in five different jobs.

With the exception of the first job, I was drafted into each at the lower rate immediately being rated local acting – this included a sea draft.

Surely the fact that Drafty is drafting people into billets to be made local acting rather than DOs rating existing personnel must prove that rosters could be drastically reduced if billets were filled by fully qualified people..

Some billets are even thought of as permanent local acting billets. In my own case I have no axe to grind, because as stated by Captain Naval Drafting "Local acting must always be regarded

reports and assessment points are well above the required level but the promotion board obviously think I am happy to carry on the status quo. LA/CMEM(M) A.Roots, HMS Dolphin.

It's badge, not crest!

I WRITE as a ships badge and naval heraldry enthusiast, having studied the subject for the best part of 40 years, mainly at Chatham Dockyard.

I wince whenever I see or hear a ship's badge, or the Royal Navy's badge, referred to as a crest. This heraldic misnomer is becoming so widespread at all

levels that I feel some correction should be applied.

It may be common practice, but I have all the DCIs, AFOs and earlier Admiralty orders referring to ships badges since 1918 and with no mention of "ships crests" in 76 years I can see no valid reason for it.

Your paper has done some good reporting to help the RN over the years, not only on big issues but on important minor ones, too - like helping get rid of the sloppy salute that crept in a few years ago and making us aware that the Union Flag can be hoisted upside down, but shouldn't so let's have the ship's badge restored to its rightful place in Jackspeak. H.Bennett,



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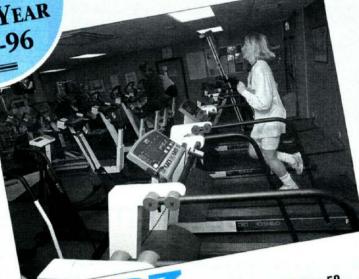
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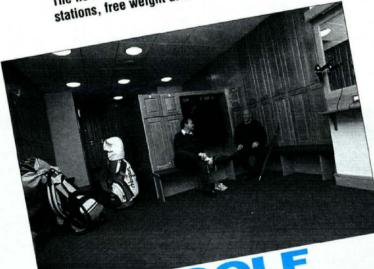
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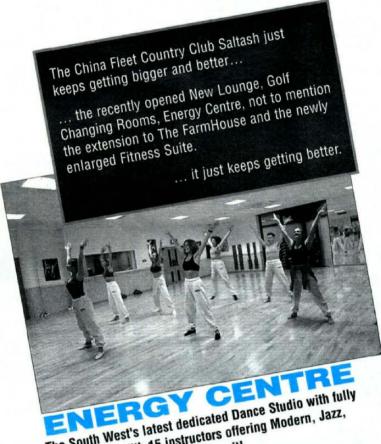
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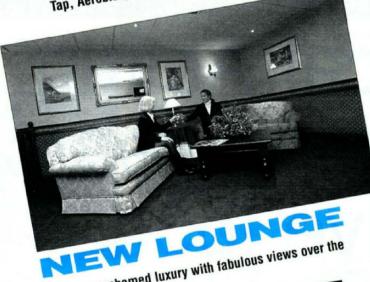
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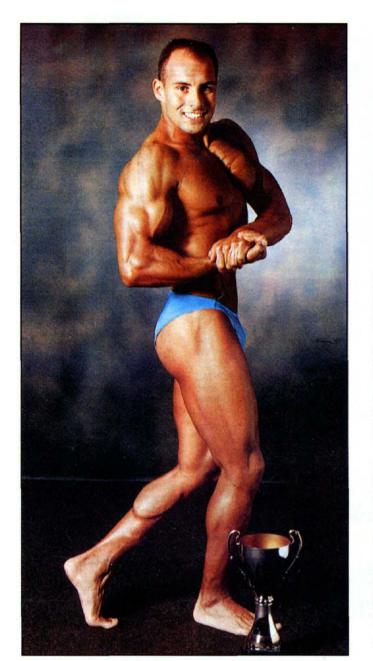
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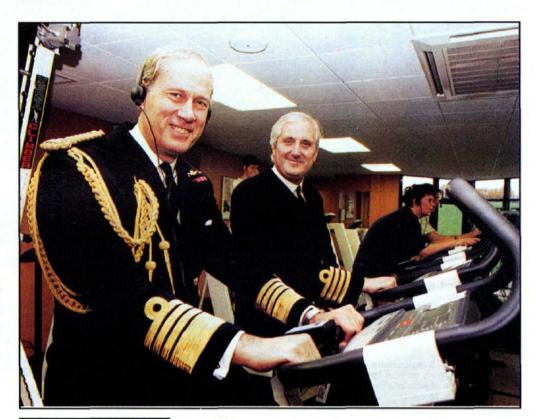
Fitted for the Flet

CPO BILL YOUNG has won second place in the national finals of the Association of Natural Body Builders.

Now serving with 848 Cdo Sea King Sqn at RN air station Yeovilton, he has been training for eight years.

With a diploma in sport nutrition, he can give ditery advice to anyone with a weight problem— but with ambitions to compete for Britain in the World Natural Bodybuilding contest he is looking for sponsors to help him buy the necessary food and supplements.

Meanwhile Second Sea Lord Admiral Sir Michael Boyce was getting plugged in to the 'Cardio Theatre' – a high-tech array of exercise machines with built-in music and entertainment consoles – after opening the new £1.6m extension at the China Fleet Country Club, Saltash, voted Fitness and Country Club of the Year (see page 15).



Haslar home for hyperbaric chambers

VICTIMS of carbon monoxide poisoning from throughout the South-East will have a better chance of recovery thanks to a plan to install two compression chambers at RN Hospital Haslar, Gosport.

The hyperbaric chambers, installed to treat Navy divers suffering from decompression sickness, are being moved from the Defence, Evaluation and Research Agency establishment at Alverstoke to a specially built section of the hospital. It is expected that they will be in commission there by the summer.

"The move of the chambers to Haslar means that patients will not only have easier access to them, but they will be fully integrated with the full range of hospital services, including a resuscitation area," said Surgeon Cdr Chris Cahill, head of Haslar's accident and emergency department.

Poisoning

"There are very few hyberbaric facilities in the country, and we expect to get referrals from all parts of the South-East." In the chambers patients are

In the chambers patients are ventilated by receiving oxygen under atmospheric pressure.

under atmospheric pressure.

"The majority of patients suffering from carbon monoxide
poisoning are either attempted
suicides via car exhausts or people who have been exposed to
faulty or poorly ventilated gas
heating systems," said Cdr
Cabill

"However, the chambers may also be used for hyperbaric oxygen treatment in cancer therapy and for catastrophic infections. Another possible use is in promoting the healing of tissue, and research will be conducted in that area."

Thrashing out problems

"THRASHER", a new virtual reality submarine warfare trainer, was opened at Devonport by Flag Officer Submarines Rear Admiral Roger Lane-Nott last month.

The control room simulator designed by GEC-Marconi is based on the latest equipment being fitted in the Navy,s nuclear powered submarines.

The facility is named after the

The facility is named after the famous wartime submarine HMS Thrasher and among the guests at the opening ceremony in Exmouth Block, HMS Drake were her commanding officer Vice Admiral Sir Hugh Mackenzie and PO Thomas Gould, VC (see page 21).

Gulf service

Tickets for the service at St Paul's Cathedral commemorating British servicemen who died in the Gulf War are available before February 12 from PS12A, Room 6/76, MOD Metropole Bdg, Northumberland Ave, London WC2N 5BL

Semaphore surrenders mast

THE TOP of the mast on Semaphore Tower in HM Naval Base, Portsmouth is to be removed this month now it has been found to cause cracks in the brickwork as it sways in the wind.

It may be replaced by a lightweight aluminium section.

The base of the mast comes from the German cruiser Nurnberg, taken after she surrendered off May Island in 1918.

Queen to open new armouries museum

THE QUEEN will officially open the new £42.5m Royal Armouries Museum at Leeds on March 15. It will be open to the public from March 30.

The museum, which links with the Royal Armouries' other sites at Fort Nelson, Portsmouth and the Tower of London, will house one of the world's finest collections of arms and armour.

Visitors will be able to re-fight some of the most significant battles of

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A grand total of £3,000 was raised for the Children In

Eight sailors from HMS York

raised £1,000 for the Galtres School at Burnholme with a

sponsored run from Rosyth to

LPT Steve Clarke visited the school for children with learning

Need Appeal.

the City of York.



AFTER their five-month Adriatic deployment members of 814 Naval Air Squadron from HMS Invincible took time out for a charity triathlon.

Through the demanding row, cycle and ski, the 34 participants raised more than £1,000 for St Julia's Hospice, Hayle.

Commander UK Task Group Rear Admiral Peter Franklyn, embarked in HMS Invincible, entered the event and presented prizes to the winners.

0 0 0

A team of 16 volunteers from HMS Renown walked to the top of Ben Nevis raising £1,200 for the Handicapped Children's Pilgrimage Trust.

Ten-year-old Amy Arthur, daughter of Renown's CO, Cdr lain Arthur, was fifth to reach the summit and raised more than £200 in sponsorship from her friends.

The team, led by Lt "JJ" Clark, enjoyed excellent weather for the ascent, which raised enough money to send three children on the HCPT's annual trip Lourdes.

> 0 0

Four CPOs from HMS Fearless ran a total of 103 miles on the track at HMS Temeraire and raised more than £1,000 for

Dave Moy, Jed Stone, Tony Quirk and Des Wallington completed the event to raise cash for the Woodlands Special Needs School in Fearless's adopted town of Scarborough.

The CO of HMS Fearless, Captain Rory McLean, started the run which was supervised by PT Ian Binks.

Brave's pain is charity's gain

FITTIES in West Indies guardship HMS Brave completed a gut-busting 150,551 sit-ups in a 22-hour 'abdom-athon' to raise cash for Plymouth charities.

The staggering achievement by a ten-strong team beat last year's record of 136,688 sit-ups by nine hours 55 minutes, and raised more

CPO Paul Edis said: "The event was hard work for those who took part, especially under the strenuous patrol conditions under which the crew are required to operate.

The Type 22 frigate is in the Caribbean to conduct counter-drug operations with US forces and is on stand-by to provide disaster relief to the volcanic island of Montserrat. The ship is due to return to Devonport in June.



The team from HMS Brave lines up on the flight deck at the start of the 'abdom-athon'

Culdrose.

A gruelling aerobics session by ladies from the Drumfork Keep

Fit Club raised £650 for the Children's Hospital Appeal, Scotland. A cheque for the final

amount was presented to the charity by Instructor Catherine Cook and Drumfork Centre Manager CPO Dickie Dawson

The Seahawk Volunteer

Band held a charity concert Penzance which raised £600 for the Gateway charity for the mentally handicapped, adopted by WO and CPO's Mess at RN air station

The band, under the direction of Royal Marines Bandmaster Nick Hey, took over St John's Hall for the

Routine is out of the ordinary

CHILDREN In Need day at HMS Collingwood saw the whole establishment involved in fund-raising activities.

The huge variety of events saw personnel competing in the Great River Raft Race, windscreen washing, a games night and cake selling.

The main event was a 45minute aerobics session (pictured left) where everyone in Collingwood was invited to take part in fancy dress and asked to part with £1 for the privilege.

The event was organised by Collingwood's PTIs who put together a very individual

difficulties where he met many of the pupils and presented a cheque for the proceeds to 12year-old Kelly Tait. The Hillcrest Steppers Club of the RN Community Centre at Plympton raised £420 through a two-hour step aerobic session.

The money will go towards a light sensory room for chil-dren with special needs at the Child Development Centre in Scott Hospital. 0 0

Ballet dancers in heavy boots and tutus entertained the Submarine Old Comrades Association at the reunion in HMS Dolphin and raised £410 for Gosport Subma Museum's Memorial Fund. Submarine

The 'Ballet de Scouse' was performed by Liverpool SOCA. Rear Admiral Tony Whetstone, chairman of the SOCA, presented the money to Submarine Museum Director, Cdr Jeff Tall.

0 0 0 While HMS Grafton is being build at Yarrows in Glasgow the ship's company have been busy with a num-ber of fund-raising projects.

Four sailors acted as extras in the TV drama Cardiac Arrest (look out for episode 11) and a sponsored walk and Karaoke evening raised more than £300 for the Children In Need Appeal and the Nordoff Robbins music charity for disabled children



HMS Brave's CPO Michael Arrowsmith begins to feel the

0 0 0

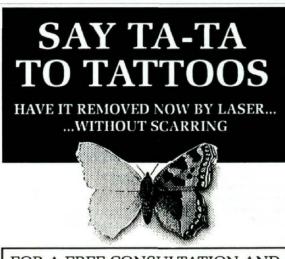
A reception to mark the departure of Rosyth's small ships helped to raise more than £700 for King George's Fund for

Commodore Richard Moore, Commodore Minor War Vessels, Mine Warfare and Diving, and Mr Keith Provan from the evening's sponsor, Pusser's Rum, were sponsored £400 to dive with sharks and a raffle raised a further £300.

A face-painting competition at Deep Sea World netted another £500 for the charity

A TEAM from the Air Engineering School in HMS Daedalus cycled 923 miles from Land's End to John O'Groats to raise cash for the RN & RM Children's Trust.

The team are all members of the Artificer Qualifying Course and are pictured here presenting the proceeds to Trust Secretary Monique Bateman and the Captain of HMS Nelson, Capt Andrew Slater.



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A Christmas concert at HMS Collingwood raised £510 for the Handicapped Children's Pilgrimage Trust. The audience came from old

0 0 0

people's homes in the area to hear the Ex-Serviceman's Concert Band and the money was raised through a collection and prize raffle which was drawn on



THE NAVY now has an even higher profile on the Clyde with the transfer of mine warfare and patrol vessel sea training from Rosyth to Faslane.

The move brings all sea train-ing under the command of one man, Flag Officer Sea Training, Admiral John Tolhurst.

Admiral Tolhurst travelled from his base in Devonport to officially accept control of FOST (Mine warfare and Patrol Vessels) from Commodore Chris Ellison at a ceremony in Clyde Naval Base.

He welcomed staff to the new organisation and said: "Nobody in the world can match the Royal Navy's standards, that is why so many countries send their ships and crews to us for training.

"I am particularly pleased to have noted that throughout the move across to Faslane and the establishment of the new HQ, the training momentum did not diminish. It is a first class organ-

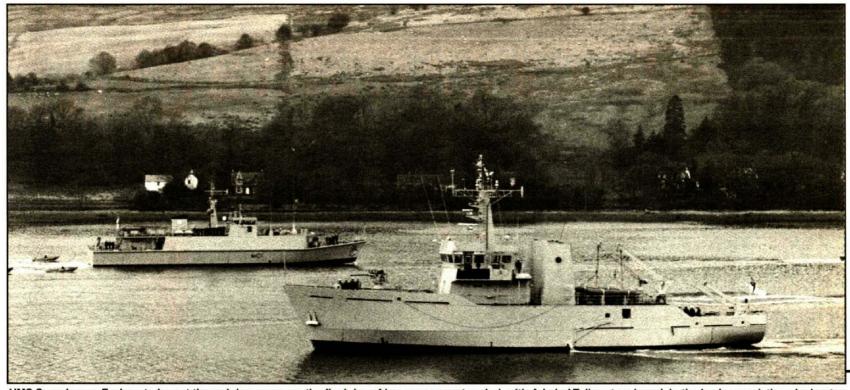
Surprises

The co-operation of the fishing community greatly facilitated the transfer from exercise areas in the Forth to new ones on the west coast.

A team from the 27-strong training staff of specialist offi-cers carried out their first training and assessment period from the Clyde in HMS Spey, one of four River-class patrol vessels of the Northern Ireland Squadron based at Faslane.

The ship left a short time after the ceremony with Admiral Tolhurst on board, returning later having successfully met all requirements.

Sea training and assessment ensures that RN ships remain at maximum readiness for all operational duties and concludes with exercises being sprung on the ship's company without



HMS Spey, leaves Faslane to be put through her paces on the final day of her assessment period, with Admiral Tolhurst on board. In the background, the minehunter HMS Sandown arrives at Faslane for the first time since her squadron (MCM3) took up residence in November.

Psychiatric centre set up at Catterick

PSYCHIATRIC casualties from all three Services are to be treated in a new unit at the Duchess of Kent Military Hospital in Catterick.

Staff at the 35-bed Defence Services Psychiatric Centre specialise in the treatment of post-traumatic stress disorder and will take soldiers, sailors and airmen from all over the world.

It brings together personnel from the Royal Army Medical College, Millbank, who have treated casualties from World War II to Bosnia, and RAF personnel from Wroughton Hospital where hostages returning from Lebanon were looked after.

The opening of the unit marks the demise of group therapy treat-ment for PTSD at Haslar Hospital under Surg Capt Morgan O'Connell.

The team undertook pioneering work in the field in the 1980s in their treatment of Falklands casualties. The hospital went on to treat PTSD sufferers from the RAF, the Army, members of the emergency services and civilians involved in the Clapham rail crash, Bradford Football Club Major Martin Baggaley, former senior lecturer in military psychiatry at the Royal Army Medical College, heads the new unit at Catterick.

He said: "The military is very active in treating stress disorders and we take them very seriously.

"We hope to be able to treat civilian patients who may be referred to us both from GPs and hospitals. We will offer a specialist service."

Hostage skills

The unit's second-in-command, Squadron Leader Leigh Neal, psychiatric consultant from Wroughton said: "We have brought all our

"We aim to make the unit a centre of excellence and will be doing extensive research into psychiatric injuries in military personnel.

Blood, Sea and Ice...

THREE of the Navy's most famous explorers are the subject of a new exhibition at the National Maritime

Museum at Greenwich.
Entitled *Blood*, *Sea and Ice*, the exhibition charts the lives and achievements of Sir Francis Drake, Capt James Cook and Sir John Franklin. "Blood" considers Drake's circumnavigation of the world

and the defeat of the Armada, "Sea" follows Cook's great Pacific voyages, and "Ice" deals with Franklin's epic Arctic expe-ditions and his tragic, final attempt to find the North-West passage in 1845.

The five-month exhibition brings together more than 200 artifacts, including Drake's Drum which he is said to have carried on his last voyage.

Shetland rededicated after a refit at Rosyth

HMS Shetland has been rededicated after an eight-month refit in Rosyth dockyard.

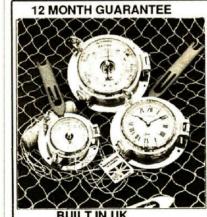
Guests of honour at the ceremony in HMS Cochrane included John Scott, Lord Lieutenant of Shetland, Commodore Ellison, Commodore Minewarfare and Fishery Protection, Shetland Island Councillors and Mr David Batty, Managing Director of Babcock Defence Rosyth Ltd where the refit was carried out.

In keeping with tradition, the rededication

cake was cut by the youngest member of the ship's company, 21-year-old STD Paul Swidenbank from Kendal.

A bouquet was presented to Mrs Scott by three-year-old Stephanie Carroll, daughter of LSM Bernard Carroll.

HMS Shetland, commanded by Cdr Duncan Matthews, has rejoined the Fisheries Protection Squadron based in Portsmouth.



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Mrs Wendy Scott, wife of the Lord Lieutenant of Shetland, receives a bouquet from three-year-old Stephanie Carroll and HMS Shetland's CO, Cdr Duncan Matthews.



<u>People in the News</u>



FULL SERVICE HISTORY



Rosy future for Thorne?

PRAISED for being "an exceptionally cheerful and confident young man who sets an excellent example to his contemporaries", AB Damon Thorne had good reason to look proud as he collected the Leices-tershire Fleet Air Arm Association Captain's Prize, awarded annually on board HMS Illustrious.

The trophy and citation were presented to Damon by the ship's Commanding Officer, Capt Jonathan Band just before the aircraft carrier began her current six-month deployment to the Adriatic

(see centre pages).
Damon, who joined the Royal Navy in 1988, has previously served in HM ships Southampton, Bristol and Ark Royal. During his time in the Ark he earned the Gulf



Tri-Service family: WO Benny Denovan and sons, Lt Cdr Paul Denovan and Sqt Tom Denovan.

AFTER careers in the Armed Forces totalling over 75 years between them, the Denovan family father and two sons - are finally serving in the same country, albeit still spread out!

WO Benny Denovan is part of the full-time staff of 251 (Ayrshire) Sqn Royal Logistics Corps (Volunteer), based in Troon on the Ayrshire coast. He joined the Highland Light Infantry in 1953, then the RASC (which later become the RCT) in (which later became the RCT) in 1955, and more recently the RLC.

Having served in Aden, Libya, Germany, Northern Ireland and Cyprus, WO Denovan arrived back in the UK in 1976 and soon

afterwards his two sons followed him into the Services.

Sgt Tom Denovan joined the RAF in 1978 and his service, mainly with fighter squadrons, has taken him to Norway, Italy, Cyprus, the Falkland Islands, Germany and Holland, as well as

around the UK.

He is currently PA to the Station Commander of RAF

Lossiemouth. Lt Cdr Paul Denovan joined HMS Fisgard in 1977 and after

his apprenticeship joined Britannia Royal Naval College four years later. He graduated from the Royal Naval Engin-eering College Manadon and has served at sea in a number of submarines and surface ships, most notably HM submarines Conqueror and Olympus.

He is currently Weapon Engineer Officer in HMS Sovereign, which is undergoing a refit and weapon system upgrade

<u>Every one</u>

WHEN two MOD staff suggestion schemes were merged people were asked to come up with a new name and three suggested the title eventu-ally chosen – GEMS.

The £750 of travel vouchers on offer to between Annette Newman (Chemical and Biological Defence and Pyrotechnics Directorate, MOD Procurement Executive), Kim Murphy, currently on maternity leave, and Peter Ginnever

Maternity leave, and Peter Ginnever (Procurement Executive, Abbeywood). Runners-up prizes of £50 in travel vouchers were awarded for the following suggestions: ACORN, BID, GOLD, MODIFY, SPRINGBOARD and Your Say for a Better Way. In all, over 500 different management of the second service of the second servi

say for a Better way. In all, over 500 dif-ferent names were suggested.

GEMS succeeds COATI (Committee on Awards to Inventors) and MIDAS (Make Ideas Develop Assets Successfully).

Just before the name change major

award winners under the schemes were presented with their prizes by Mr Richard Mottram, Permanent Under Secretary at the MOD. Among them were ex-CPO Stan Charles (HMS Osprey), CPO John Parker (RN air station Culdrose), Lt Jim Reed RM (Stonehouse Barracks) and Lt Cdr Tim Sharman (Dolphin).

Stan's suggestion for recycling Lynx spares has resulted in substantial savings for the Royal Navy. John, meanwhile, has designed a tool which allows the tail pylon of Sea King helicopters to be moved so the hinge lugs can be inspected. This time-saving idea has improved aircraft availability.

Jim hit the mark with a new target. His design will speed up the zeroing of rifles and small arms by using a grid system. Tim's winning idea has streamlined the procurement procedure for Naval combat systems, so providing a saving for the



Ex-CPO Stan Charles



CPO John Parker



Lt Jim Reed RM



Lt Cdr Tim Sharman

Split personalities

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BROTHERS who had lost touch as a result of their parents' separation have been

reunited in – of all places – Split in Croatia.

Mark Jones and Lea Cox had seen each other only once in the previous 15 years, and Mark had changed his surname by dead changed his surname by deed poll after their mother remar-

AB Jones, serving in the Adriatic on board HMS London (see also centre pages), had an inkling that Pte Cox was also serving with NATO forces there.

"I had tried to find his address but it is a big theatre and I wasn't sure where he was. I was hoping that he would contact me as a ship is somewhat smaller and easier to track down," he said.

Meanwhile, Lea, on learning HMS London was coming into the area, asked one of the officers he worked with about the chances of a meeting.

Schedule

Major Tony Lindsay, Force Pay Officer, wasn't very opti-mistic as London had a port visit scheduled and Lea was due to leave Croatia at the end of January, but he set the Army Public Information branch and the Royal Navy Liaison Officer

to work on the problem.
Said Mark, "The first thing I knew about it was being called to the Captain's cabin. All I could think of was 'Oh no, what have I done!' He asked me if I had a brother called Cox and I explained I'd had my name changed by deed poll.

Lea, an Army clerk, was told to go to the heli-pad in Split to book in troops arriving from Italy. The incoming personnel he actually saw emerging from the helicopter turned out to be his brother, who had been collected from HMS London at sea.

"I think our parents will be



AB Mark Jones and his brother, Pte Lea Cox, reunited in Croatia.

really happy about this - and so

will our Nan," said Mark. Lt Cdr Phil Gibbs, the RN Liaison Officer, said, "This is the first time I have been involved in a reunion such as this. It is very pleasing to see that it all works in

Major Lindsay added, "Today has been a good illustration of how the Services work together and shows that we really do care as a management organisation

about our people."

The brothers enjoyed a threehour chinwag and discovered, among other things, that each is engaged to be married and that they share a passion for hockey.

They also found out that unbeknown to each other they had been in the former Yugoslavia together two years ago. Mark was then serving in HMS Invincible and Lea with the United Nations Protection Forces.





A touch of frosting



ARAMARK holds the catering contract for HMS Collingwood, and the company recently invited one of its top chefs, American Andy Temmer (right), to pay a visit to the establishment.

Andy usually works at St Mary of Nazareth Hospital Centre in Chicago, where his responsibilities include staff training and organising spe-

cial events.

For the latter his hobby of ice carving, is particularly

useful.

At HMS Collingwood he prepared a meal for members of the supply department and

PR MAN

MAKES

SWIFT action by the assistant public rela-tions officer at RN air

station Culdrose pre-vented a small fire from escalating into the kind of blaze that makes

headlines...
PO(PHOT) Bernie Pettersen was on duty at the official opening of the establishment's new community centre by Prince Michael of Kent when he was alerted to a smell of burning and wisps of smoke coming from the ceiling.

smoke coming from the ceiling.
Using his aircraft handler's training in firefighting he pinpointed and extinguished the electrical fire so promptly that the building did not have to be evacuated, and the opening could go ahead as planned.

ing could go aread as planned.

"More importantly, his swift action prevented this incident from worsening and probably becoming life endangering," Bernie's Commendation from Flag Officer Naval Aviation concluded.

Aviation concluded.

NEWS

it was voted absolutely deli-

The menu comprised New England clam chowder, apri-cot-glazed stuffed loin of pork served with a salad of roast peppers and tomato, roast potatoes and a braised julienne of cabbage with fen-nel, and to finish, cara-melised oatmeal cake. Ymm.

WHILE the country's amateur bakers relied on the tried and trusted "rough snow effect" when icing their festive cakes, contestants in HMS Nelson's Christmas cake competition were required to be rather more artistic...

The difference a good Navy cook's training – plus some inherent skill, no doubt – makes is evident in the three winning entries (left). First prize went to CK Justin McLoughlin and the runners-up were WCK Nicola Halton and CK Steve Hanson.

The competition was judged by the establishment's CO, Capt Andrew Slater, Mrs F. Whitehead, of Cookware, Portsmouth, and Mr G. Jones, of Aramark, the civilian catering and cleaning contractor employed by HMS Nelson.



AS HMS Battleaxe handed over Standing Naval Force Mediterranean duties to her sister ship HMS Brazen in Catania, Sicily, it emerged that each frigate was home to one half of a pair of identical twins.

So RO1(T) Carl Groves (Brazen), the older of the pair by half an hour, and LSTD Colin Groves (Battleaxe) were able to carry out their own personal han-dover. . . as well as step ashore together.

The twins joined the Royal Navy in 1983 but their meeting in

Catania was the closest they've managed to come to serving

They are two of the five sons of ex-CPOCK George Groves.
All five followed dad into the Senior Service, two having now retired after 22 years' service, while the other is an RS(SM).

Former baker proves himself in new role!



Lt Cdr Paul Newman, senior meteorological instructor, and NA Nick Watson, best student overall

NAVAL Airman Meteorologist Nick Watson has been named best overall student during a ceremony at the Navy's School of Meteorology and Oceanography.

He was presented with a plaque and a tankard marking the achievement by Lt Cdr Paul Newman, the school's senior meteorological instructor.

Observer

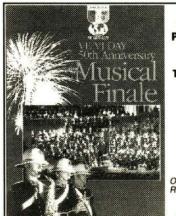
Having completed his training, Nick will be working as a meteo-rological observer in the Met Office at RN air station Culdrose.

And it all goes to prove just what a difference six months can

Nick joined the Royal Navy last July after working for a yearand-a-half as a baker for a large chain store in the Midlands.

IN THE January issue of Navy News we reported on trophy presentations by 810 NAS and incorrectly stated that the Pilkington Daw Trophy was given in memory of two brothers. In fact, the award commemorates brother officers S/Lt David Pilkington and Lt James Daw, who died in a car accident. The mistake arose through an inaccurate press release sent to us, but we would like to express our apologies to both families for the distress it caused.

The Pilkington **Daw Trophy**



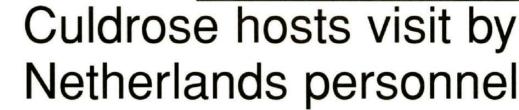
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Something to remember us by - Lt Cdr John Van Buren (right) of the Royal Netherlands Navy, presents a plaque to Lt Cdr Colin Hamp, CO of 810 Sqn.

THREE Dutch Lynx helicopters have been based at RN air station Culdrose during a two-week detachment with 810 Naval Air Squadron.

The 36 officers and senior rates of 7 Sqn, Netherlands Navy Helicopter Group, took part in joint operations in the new Plymouth Exercise Areas involv-ing several Royal Navy frigates and helicopter squadrons.

Normally based at De Kooy Airbase near Dan Helder, 7 Sqn operates 22 Lynx SH-14B aircraft with submarine-hunting sonar

As well as providing aircrew training, the squadron also carries out a Search and Rescue role in the Netherlands, and to date has assisted in saving nearly

Lt Cdr John Van Buren, the detachment commander, said, We are delighted to be here and have particularly enjoyed the

friendly welcome. We are looking forward to working together in the future.'

Previous detachments have been based at RN air station Portland, but following the move of operational sea training from Portland to Plymouth last sum-mer, future helicopter detachments will be hosted by RNAS Culdrose.





Compensation over Rosyth base closure

MOVES to compensate Naval personnel, who may otherwise suffer domestic turbulence with the closure of Rosyth naval base, have been announced as an exceptional measure.

The Rosyth Compensation Package involves a possible waiver of the five-year ownership rule for the re-sale of married quarters, and extra travel warrants for personnel with children or other recognised dependants living in Scotland.

Aim of the scheme is to reduce turbulence and permit continuity of local Scottish secondary school education for the children of Service families in the period leading up to major examina-

The package is unique to the closure of Rosyth and creates no precedent for any future closure.

The concessions apply to members of the RN who have moved or will have to move from the base or are serving in war ves-sels which had been based there.

Personnel serving in the affected billets between December 8, 1994 and March 31 this year are eligible. One extra warrant a month will be available from one to three years, depending on personal circumstances.

THIS regular feature gives general information about new Defence Council Instructions affecting conditions of service. In the event of action being taken the full original text should be studied.

The waiver of the five-year ownership rule for MQs applies to personnel who owned a Rosyth property on December 8, 1994 and which they bought through the Services' Discount Scheme within the last five years.

Application for a waiver must be submitted to the Defence Lands Service HQ at Chessington, through the normal chain of command. Applicants should give details of when the property was purchased and reasons for wishing to sell within five

While each case will be judged on its merits, sympathetic consideration will be given in cases of redundancy, compassionate fam-ily circumstances, and where personnel had expected long-term naval employment at Rosyth at the time they bought their house.

DCI RN 270/95

New MCM system

A NEW computerised command and information system has been introduced to help mine countermeasures tasking authorities in the planning, tasking and assessment of MCM operations.

The Mine Warfare Tactical Support System (MTSS) in its containerised form will equip the MW section of the School of

MW section of the School of Maritime Operations at HMS Commodore Mine and the MCM Commodore Warfare, squadrons.

Additionally there are three portable systems, and fixed sys-tems for C-in-C Fleet, Faslane, Flag Officer Sea Training, Commodore Mine Warfare, the Hydrographic Office, and HMS

Dryad.
Following the completion of an 18-month proving period in the spring, a submission for Fleet weapons acceptance will be made. DCI RN 279/95

Belt issue

NEW woven nylon belts in black and in white are being issued to male and female RN, QARNNS and RNR officers and ratings for wear with temperate and tropical trousers. Initial issues are being made to new entrant officers and ratings. DCI RN 274/95

Portland movers

THE Marine Services Department at Portland will close on March 31, and the next day the Sea Cadet Training School will move to HMS Excellent,

The Defence Evaluation and Research Agency at Holton Heath will move to Winfrith, Dorset by the end of May.

Those elements remaining on

the northern arm of the breakwater are the Defence Test and

SPECIAL rescue strops

have been developed for

use by ships in recovering

They will replace the existing synthetic rescue strop and will enable personnel to

be recovered from the water

in a horizontal position by swimmer-of-the-watch

The strops will also be used for light jackstay trans-

fers and with a safety line when embarking or disem-barking personnel from ves-sels by ladder.

Also introduced is a con-

trol signalling wand for replenishment at sea opera-tions at night. The new wand

replaces equipment regarded as unreliable. DCI RN 262 and 263/95

personnel from the sea.

Evaluation Organisation, the Evaluation Research Agency (Bincleaves), the Defence Diving School and the Marine Technology Support

authority

The Queen's Harbour Master will remain unit.
firmed this year.
It is planned to sell off the base
DCI RN 266/95

Wardroom extension

ADMIRALTY House Plymouth is to become an exten-sion of HMS Drake's wardroom after Flag Officer Plymouth is disestablished on February 14. The building will provide sin-

gle accommodation for senior officers, while the Joint Services Officers Mess will be converted to house the RNR unit HMS

'Whom Love hath joined together let Pusser split asunder -

Not a wife on the

ANYONE who receives an appointment or draft to a ship

in which their wife or husband is serving or is expected to serve must now inform the appointing or drafting

A husband and wife will not normally be permitted to serve in

the same ship. As a general rule personnel who are married to each other will not be employed in the same ship or establishment if one is an officer and the other a rating, if both are ratings

and there is a wide difference between their rates, or if their work is likely to bring them into contact in carrying out their duties.

Where two ratings marry while serving in the same ship, one will normally be drafted elsewhere. However, these rules may be waived by C-in-C Fleet where it is considered to be in the best interests of the Service.

DCI Announcement, Dec 1

ocean wave

Maritime HQ Mountwise will remain Ministry of Defence property, with the upper site buildings forming a "business park" occupied by units at present located around Plymouth.

The MHQ, separated by a security fence, will continue to support Plymouth Communications Centre and the Rescue Co-ordination Centre.

RN DCI 333/95

Reports

ANNUAL reporting has been introduced for all Special Duties List and upper yardmen candidates. It has also been decided that potential candidates should attain the necessary educational qualifications before CW papers are raised. DCI RN 241/95

Take care when you handle this fibre

HEALTH hazards posed by exposure to asbestos have raised concerns about the possible long-term effects of exposure to man-made mineral fibre (MMMF).

Studies are taking place in Europe and the USA into any possible dangers, but research is at present inconclusive. In the meantime, as a precaution, all forms of MMMF are covered by the Control of Substances Hazardous to Health Regu-

The rules cover the use of protective clothing, reduction of exposure, use of substitute material, transfer in sealed containers, ventilation, disposal and the upkeep of health records.

Irritation

MMMFs include continuous filament fibres, mineral or insulation wools and ceramic fibres. They can cause irritation of the skin and eyes, and excessively dusty conditions may cause irritation of the upper respiratory tract. Although the effects are temporary and thought not to be serious, dermatitis or other skin conditions may result on rare

There has also been concern about the long-term effect of inhaling fibre dust, though the properties of MMMF are very different from asbestos. MMMF are relatively soluble in body fluids and do not remain in lung tis-sue for a lifetime.

Research has shown that there appears to have been an increased risk of lung cancer for people who worked in the miner-al wool industry at least 30 years ago, but the cause could not be identified as a variety of carcinogens were being used in the industry at the time.

DCI General 340/95

In right direction

THE Institute of Directors is now prepared to consider appli-cations for membership from officers from mid-seniority Commanders upwards.

The IoD's decision comes with the advent of the New Management Strategy and the now well established practice of widespread holding and controlling of budgets within the Ministry of Defence.

Application forms for mem-bership are available from the Services Employment Network (tel. 0171 305 3957/2631). DCI RN 244/95

Lourdes pilgrims

The 38th International Military Pilgrimage to Lourdes will take place from June 6-10 and is primarily for Catholic personnel who are serving with the Regular or Reserve forces and their immediate dependants.

Information may be obtained from local Catholic chaplains or from St Clare's Travel & Pilgrimages Ltd, 79 Quintilis, Roman Hill, Bracknell, Berks, RG12 7QQ (tel. 01344 52086).

DCI Joint Service

Announcement, Dec 1

Grants up

DEATH grants to dependants of subscribers to the RN and RM Dependants' Fund have been increased by £500 to £4,500. DCI RN 239/95

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ÿBlue Band :Magazine

Presents

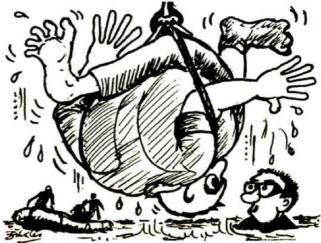
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INE IN RESCUE

'You're supposed to come up horizontal!'



NEWSVIEW

Hanging by a dry-fly thread

A personal appreciation of Vice Admiral Sir Hugh Mackenzie by the Editor, Navy News

'RUFUS' Mackenzie has finally been persuaded - by John Wingate – to set down his memoirs, now published by the RN Submarine Museum (see review on page 21).

Both these men were on board HMS Upholder in London in 1991 at a party to launch my own (sadly rather slight) biography of Lt Cdr David Wanklyn, commander of the wartime Upholder who was the most highly decorated RN officer of World War II, and Wingate's definitely definitive history of the 10th Wingate's definitely definitive history of the 10th Submarine Flotilla in which Mackenzie had also served as a member of the Submarine Service's most distinguished pantheon.

In the course of my research I had interviewed a number of their contemporaries and had been struck by the simplicity of their private pursuits. One I often saw in Southsea carrying a collecting box for the RNLI. Another spent much of his time in rural seclusion recording books for the blind.

And several of them were anglers. Mackenzie himself was Chairman of the Atlantic Salmon Trust – likely the sort of thing Wanklyn, a countryman par excellence, would have done, had he survived.

Mackenzie I found to be the most engagingly diffident of them all, though his occasionally dry sense of humour hinted that he was a lot more fly than he liked to let on.

Yet he had once taken on the most awesome responsibility of any submariner of his generation — or any other generation — as Chief Polaris Executive, tasked with putting Britain's nuclear deterrent under water.

At the Upholder party, where many hair-raising submarine tales of terror were being recounted, I had the

nerve to ask him whether his wartime experiences had left any lasting psychological scars – and he opened up, quite naturally, to a confession of the nightmares that had haunted him over the years.

It struck me that here was a man who had been charged with what the Minister for the Navy in 1965

called "the toughest peace-time task the Navy has ever been given" - the successful completion of which he himself firmly believed was necessary to the preservation of peace - who was nevertheless subject to the usual stresses of life after enduring more than his fair share of its dangers.

Reading "The Sword of Damocles", it is clear that Mackenzie's life hung by a thread many times. Quite apart from the events of 1939-45, he came close to being invalided out of the Navy following a bout of hemi-plegia in 1960 and in 1982 he and his wife narrowly survived an horrific car crash.

This eminent submariner spent the last years of his Service career - a period when all our lives were threatened by forces few of us could comprehend - working against time to preserve our common security

It is clear, too, from this book that to that end solid common sense marched hand in hand with sound Christian principles, sustained by love of family and the great outdoors

Old-fashioned virtues, maybe - but you wind up feeling you can safely trust the judgment of a man who likes to go fishing.

VOCATIONAL QUALIFICATIONS UPDATE

More schools seek

approved centre status

JUST OVER six months ago I wrote to reassure readers that the RN was well up with the hunt with S/NVQs - NVQs are called SVQs in Scotland - since when there has been a good deal more activity, writes Capt. L.P.Brokershire, Asst Director

Naval Training (Plans).

An S/NVQ Policy and Projects paper gives lead schools guidance on progressing civilian accreditation and updates them on the various projects being used to push the S/NVQ side of things forward.

To help them along a one-day symposium was held in Victory Building at

the end of last year which was attended by 78 delegates from the lead schools

and other interested parties.

There were speakers from the National Council for Vocational Qualifications, the Department for Education and Employment and the Scottish Vocational Education Council as well as from the Navy itself.

Several lead schools are taking steps to introduce S/NVQs and a number, including HMS Temeraire, RNSETT and the Comms School at HMS Collingwood, are looking to gain S/NVQ Approved Centre status – like the Supply School at HMS Raleigh, the Joint School of Photography and the RNMS.

If this work progresses well, there will then be six schools able to provide S/NVQ awards directly as a result of their training and this number seems set

Refund Scheme

The DFEE have just agreed a second year of funding for projects, money has been made available for the lead schools – and perhaps most importantly the Individual Refund Scheme is being extended to help fund all those wishing to progress S/NVQs, not just those in their resettlement phase.

Projects for 1996 include: Examining the scope for a consolidated Professional Development Record to allow SNVQ competences gained through career to be more easi-

Providing training and an advice pack to help Education and
 Resettlement Officers answer the growing number of S/NVQ enquiries.
 A joint project with the Further Education Colleges to develop a com-

prehensive S/NVQ package for those in their resettlement phase

S/NVQs are not necessarily appropriate in every instance – there are still some areas to resolve, not least in simplifying the assessment procedures. There are clear benefits, though, both for the RN and the individual.



Salesmen for Super Lynx

ROYAL Navy team travelled to Malaysia to support

Westland Helicopters' Super Lynx campaign.

The team - Cdr Nigel Dedman (Defence Export Services Organisation) with (seen above) CPO Dave Young (RN air station Portland) and PO Daz Houghton (Lynx Mk 8 Operation Evaluation Unit) - were reunited with a Royal Navy Lynx Mk 8 airfreighted out to the LIMA Airshow at Langkawi, Malaysia.

Among the visitors to the show given an introduction to Among the visitors to the show given an introduction to the aircraft, now replacing the Navy's Lynx Mk 3s, was the Malaysian Prime Minister, Dr Mahatir. He was given a demonstration of its capabilities by Mr John Broughton, of Westland, who is also a Lt Cdr RNR Air Branch.

Similar high-profile campaigns by Westland aim to boost sales around the region, including to Australia and New

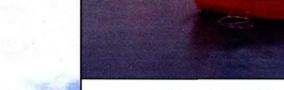
ENDURANCE CHARTS SAFE

COURSE **FOR CRUISE** SHIPS

SURVEY operations in some of the most poorly charted parts of the world have occupied most of HMS Endurance's first work period in her current deployment.

After leaving the Falkland Islands, the Royal Navy's ice patrol ship headed east to South Georgia. Here, working from ashore, from the air by current motors. the air, by survey motor boat and from the ship passage through the South

Much of the time was also taken up with establishing a boat camp ashore. Based in an old, disused whaling station at Leith, ten of the ship's compa-ny have been carrying out detailed surveys of the harbour



and Nimrod.

Returning to the ship only for supplies and the odd quick shower, they have been working long hours in cold, inhos-pitable conditions. Meanwhile Endurance has

vey motor boats, James Caird

been conducting surveys to the north of the island, running a busy daily flying

running a busy daily flying programme in support of the magnetic observations and hydrographic work ashore.

While keeping an eye out for fishing vessels breaking the rules laid down in the charter of the Commission for Conservation of Antarctic Marine Living Resources, whenever possible she has also taken the opportunity to visit a number of British Antarctic Survey stations and the South Georgia garrison, providing assistance when required for the scientists, researchers and military personnel

This has included loadlifting whale skeletons, bones, timber iron and tools on board for transportation to the Whaling Museum at Grytviken. At Grytviken, too, one of the

ship's Lynx helicopters helped with renovation work on the most southerly church in the world, lifting the spire from the

Christmas was spent at a buoy off Grytviken and after a brief mid-season stand off at Arenas, Endurance has begun her sec-ond work in the Deep South, surveying the Erebus and Terror Gulf in the North West Weddell Sea.

Top: HMS Endurance takes a close look at the Nordenskjold glacier, Cumberland Bay East, South

Inset: One of the ship's pair of Lynx helicopters pre-pares to lift the spire of the

Grytviken church.

Left: A work party attempts to reasseble the skelton of a whale at Wirik Bay.



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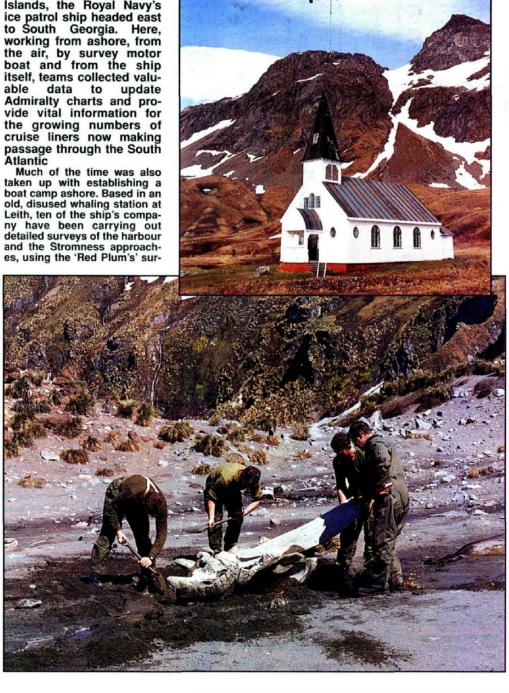
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POWER FOR



Christmas Day in the work-ships

S INTERNATIONAL agreements seemed to signal the last act of the bloody civil war in for-mer Yugoslavia, HMS Illustrious became the first British carrier to serve under NATO control for a live oper-

But perhaps for most of her ship's company, a more tangi-ble effect of this new phase in the Bosnia story was the requirement for her to remain at sea on Christmas Day - the first

Harrier carrier to have done so.
In her new operational role,
Illustrious has been working with
the US carrier America and the
French Clemenceau to provide air
cover for the 60,000-strong
Implementation Force moving into

The timing of the IFOR activation meant that Illustrious could not follow her original plan to spend Christmas at Barcelona – and in the company of 260 family members who had intended to fly to Spain.

Instead, she was ordered to go directly to the Adriatic with the tanker RFA Olwen and supply ship RFA Fort Grange. There, the task group was joined by the frigate HMS London which had already spent six weeks in defence watches off the coast of former Yugoslavia, and was to have spent Christmas at

While London rode at anchor in

the Adriatic, December 25 was a working day for Illustrious when for the first time her Sea Harriers flew operationally with the Advanced Medium Range Air-to-Air Missile (AMRAAM), two Harrier FA2s being launched for a Christmas morning mission over Bosnia.

In a message to his ships, the Commander UK Task Group, Rear the Adriatic, December 25 was a

Admiral Peter Franklyn, said: "The impact of being at sea over Christmas will have affected different people in different ways, but the impact collectively that we are to make in terms of our presence and capability is significant both here and further afield."

For Illustrious Christmas was postponed rather than cancelled.

postponed rather than cancelled.

Christmas Day role reversal for the commanding officer of HMS Illustrious, Capt Jonathan Band, as he cleans up after lunch.

She decided to re-write the calendar, making December 27 Lustmas Day during which the ship's company consumed 38 turkeys, 600lbs of potatoes, 200lbs of carrots, 18 gallons of gravy and 40 large Christmas puddings. Later "reindeer racing" in the hangar raised more than £1,000 for charity.

As the new year began the ship was flying regular sorties in support of IFOR and running NATO's Maritime Air Control Centre.

Meanwhile, HMS London marked Christmas by recording video messages to be relayed to their families via Westcountry TV. There was also a rousing carol service in the hangar and sackfuls of mail and gifts flown from Italy by the ship's Lynx. She decided to re-write the calen-

Lynx.

Uniform was put aside for the day and the commanding officer, Cdr Alan Brooks – unrecognisable in a Chanish outfit – led his officer in serving at table. And at home families were treated to a Christmas party arranged by the Naval Base Commander at Devonport (see page

As Navy News was going to press some wives and husbands were being reunited at Malta where the ship resurrected the visit postponed from December.

• While HMS London was on her

way from Devonport to Gibraltar, two of her ratings – POWEM(0) M. Smith and LPT Miller – cycled 720 miles across Spain to join the ship at Gib, raising more than £1,000 in sponsorship money for St Bartholomew's Hospital, London.

Target pl worked u the Serb'

Britain's Naval forces com achieved fresh momentum new ground as members of a form

And as NATO's Implementation For UN to enforce that fragile peace, the the campaign by the Royal Marines ca

The Marines made up the bulk of the Reaction Force, deployed to Bosnia last s international stance following the taking Based at Kiseljak, the staff comprised a Rimembers of the French military and a few The two brigades of the RRF – one Briticommand of Maj Gen David Pennefather as Commander UN Protection Force, had 32,800 men under his command. more than any Royal

Force, had 32,800 men under his command, more than any Royal Marines general since World War II.
When peace was being hammered out by NATO's guns and air strikes which pounded Serbian positions, the RRF staff were working hard day and night to achieve the meticulous planning necessary to select targets while keeping civilian casualties to a minimum.

Hotel

But their vital role in planning, co-ordination, communications and liaison could not at the time be shouted abroad. While NATO fighter bombers — including Sea Harriers from HMS Invincible — and RRF mortars and artillery on Mount Igman delivered the bombs and shells that eventually led to the peace process, the staff at Kiseljak were working under the noses of the Serbs, from the sandbagged shell of a hotel very close to Serbian artillery positions.

The position of the Kiseljak staff was so sensitive that there was some concern when NATO's C-in-C South, Admiral Leighton Smith USN, publicly credited them during a press conference.

Wrecked

Fortunately the Serb guns did not open up on the already wrecked Hotel Dalmatia, where comfort was a memory. Under the circumstances meal times provided the highlight of the day for the staff and for the members of passing aid convoys.

for the members of passing aid convoys.

So successful was Sgt Lucky Lucking's six-man team of Royal Marines chefs in feeding the 5,000 that they won the commendation of the Commander UNPROFOR. Sadly, a Michelin Guide representative did not appear to award the rosettes which the Kiseljak Diners Club believed would have been well deserved.

deserved.
With the peace agreement being

General honou

ROYAL MARINES of 43 Commando Balkan campaign were honoured by designate, Maj Gen David Pennefatt visit to the former Yugoslav island of

General Pennefather, in his capacity Force, went to Vis before he and his opbefore Christmas. As a former member of

walled cemetery near St George's Church For almost a year up to January 1945, nated from the small island, working with to raid German garrisons on neighbouring

Gen Pennefather was accompanied by t staff who had been members of 43 Cdo been a troop commander, and Lt Col Haw

anners ınder s guns

ing in snow-clad Bosnia mitted to the region have and have been breaking idable power for peace. ce (IFOR) took over from the ull story of the role played in in be told for the first time.

operational staff for the Rapid ummer as part of the toughened of UN hostages by the Serbs. by Marines two-star HQ with 27 British Army and RAF officers. sh, one French – came under the RM, who, when he was acting

More than 500 members of HMS Illustrious's ship's company form the Implementation Force abbreviation as she becomes the first British aircraft carrier under NATO's operational command.



gned in Paris and London, it was senia's weather that was left to liver the parting shot to the operons staff – by dumping a metre snow on them in hours, and ocking all roads.

However, the elements failed to event the arrival of the first memrs of the Implementation Force, the withdrawal of the Marines in ne for Christmas, their task com-

rs Vis dead

who died during the 1944-45 the Commandant General RM er, when he made a special Vis.

as Commander Rapid Reaction erations staff left the region just 43 Cdo he laid a wreath in the tiny

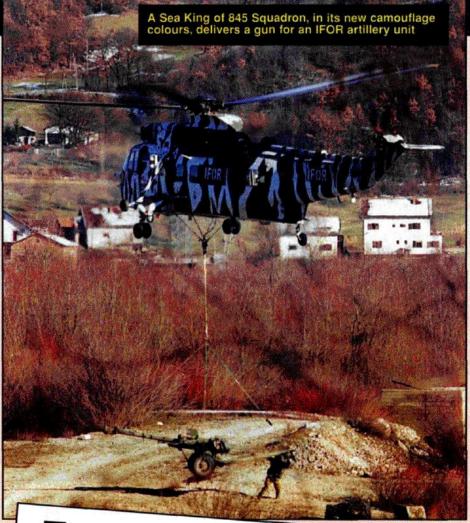
nembers of 43 and 40 Cdos oper-partisans and RN Coastal Forces islands.

he only two other members of his Lt Col Anthony Smith, who had good, now a member of the Royal

A Netherlands 120mm mortar unit on Mount Igman gets a visit from the Commandant General RM, Lt Gen Sir Robert Ross. Maj Gen Pennefather is in the background while the Marine wearing the blue beret is RSM David Hadlow. Picture: PO(PHOT) Phil Ball



Christmas morning debut for the AMRAAM missile, being loaded on to an Illustrious Sea Harrier for its first operational sortie.



From flying snowballs tigers . . .

THERE was more than one change in the air for 845 Naval Air Squadron in Bosnia as peace talks progressed

Bosnia as peace talks progressed towards a treaty.

As part of NATO's Implementation Force, the unit's four Sea King helicopters changed their all-white UN livery for a camouflage white and green tiger pattern.

And on the last day of November Lt Cdr Mike Abbey took over command of the squadron from Lt Cdr Phil Doyne-Ditmas,

relieving him at the unit's Croatian HQ at Split.

As part of IFOR the Royal Navy Sea Kings have been given a new role – transferring artillery, stores and other equipment into place for the incoming NATO troops.

● One of the latest senior visitors to 845 was Capt lain Henderson, commanding officer of RN air station Yeovilton, the squadron's home base.





ON THE DECK!



AN SBC2 Helldiver (above) hits the leading edge of the USS Shangri La's wooden deck.

"A ramp strike is what naval aviators fear the most," Douglas Keeney and William Butler comment in their collection of photo nasties from the American naval archives No Easy Days (Airlife £19.95).

Poor power management is often to blame and the result is nearly always fatal – although in this case, as apparently in all the incidents recorded in this book, the pilot survived.

Videotape

Photographic records of such mishaps are hard to come by – and the authors make the point that the USN today relies almost entirely on videotape.

This does not easily – or clearly – convert to still photographs, which further reduces the availability of printable records, a fact that should make this album a

classic of its kind. Two FA2 Sea Harriers have

been lost in unrelated incidents – both by a bizarre coincidence sharing the side number 713.

Unlucky

Understandably, it was decided that no further air-frames would bear the traditionally bad-luck side number and the cabs were henceforth sequentially numbered 712, 7121/2 and 714.

The story is told in The Sharp End - Sea Harrier Front Line by Neil Mercer (Airlife £16.95), published to raise funds for the Fleet Air Arm Memorial Church Fund at RN air station Yeovilton.

The picture on the right, taken from the book, shows a deckful of FA2s on board HMS Invincible for the first time in August, 1994

- JFA



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Enduring Fairey tale

THE ACTUAL raid in A.J.Smithers' **Taranto 1940** (Leo Cooper £16.95) is covered in not much more than a dozen pages, which leaves an awful lot of background.

But this is so full of fascinating detail, delivered with flashes of biting wit, that it makes a perfect complement to the Fleet Air Arm's finest hour.

Best of all is the description of the aircraft that delivered the blow that decisively altered the balance of maritime power in the Mediterranean.

The Fairey Swordfish is shown to have made a virtue of nearly all its faults. Maximum speed – "whatever the books might say" – in level flight was about 93 knots, so it was never built to mix it with the ME 109 or even the Fiat CR42.

Yet it could almost stand on its head and could certainly hang from its propeller. Thus when Lt Charles Lamb of 815 Sqn was attacked by a pair of CR42s off Corfu, by consummate flying, almost all in the vertical plane, he so outwitted and outmanoeuvred his attackers that both crashed into the sea.

"Brisfit"

The Swordfish may have looked like a 1917 Bristol Fighter – the "Brisfit" was of almost exactly the same dimensions and performance and carried exactly the same automatic weapons, actually better mounted – but there the resemblance ended.

For the Swordfish had muscle without being musclebound. Its prime task – though it could turn its hand to almost anything – was to drop heavy objects.

Its planned unladen weight of 4,700lb was frequently nearly

doubled by the weight of weapons – either an 18in torpedo weighing 1,610lb or six 250lb bombs and eight more of 40lb each or four 430lb depth charges.

While the "Stringbag's" singular virtues – in flight, its very contradictions bewildered its enemies which was perhaps its chief form of defence – have often been praised, they have seldom been more succinctly described than here.

Its record – and Taranto is just its best-known outing – speaks for itself. The author sums it up thus: "Having been in at the beginning, Swordfishes were still fighting at the end... they sank a greater tonnage of enemy shipping than did any other allied aircraft."

– JFA









Sheffield – the great survivor

THIS photograph of HMS Sheffield in 1942 is taken from Cruisers of World War Two (Arms & Armour £30) by Mike Whitley.

Launched in 1937, this supremely lucky ship survived to 1967, by which time she had been for long the last of the Southampton Class.

In the course of her war career, she was fired upon by pretty well every calibre of gun, from the 15in of Bismarck, through the 11in of Lutzow and Scharnhorst and the 8in of Hipper, down to an aircraft can-non shell which parted the port cable on

the fo'c'sle deck.

And, of course, she famously survived an attack by HMS Ark Royal's Swordfish,

which mistook her for the Bismarck. No torpedo or bomb ever hit her, though there were some close shaves and a mine she met on the turn in a rising gale off Iceland on March 4, 1942 blew a 35ft hole in her port quarter.

She spent many of her last years in immediate reserve commission and at

Screen given up covering lunar launches, an omission to be abrubtly and bitterly regretted when a space-Scene craft spectacularly broke down halfway along the galactic equivalent of the M1. Apollo 13 – name of mission, title of film – was one of the few determination) Harris. If old Ed occasions when NASA generated

Rocketmen refuel

imagination of a

TV-weary public

desperately try to crank up their sense of wonder at the sight of a bunch of guys bouncing around in an expanse of muck and aggregate; from awe to indifference in five minutes flat.

A year later the media had

the sort of drama that the technologically disinclined could

The best of the movie is its

strictly practical, Crusoe-like aspect: how to repair the damage

with the material to hand, which

included lengths of old tubing and an astronaut's Indestructible

Paraphernalia 4 6 1

Also, the paraphernalia of command modules, re-entry

boosters etc seem much more thrilling here than the real thing

ever did. NASA couldn't put a

camera a mile above the Earth and have a rocket go roaring past it, but a Hollywood special effects unit can.

Tom Hanks is astronaut-in-chief aboard Apollo, while down at Mission Control the situation

is in the hands of the redoubtable

Ed (that's E for efficiency, d for

had been on the bridge of the Titanic, you feel, the ship would probably have docked ahead of schedule, with the iceberg in tow.

Things are altogether more restful in Circle of Friends. It's set in Ireland in 1957, first of the rock 'n' roll years, and recounts the various adventures, amours, disillusionments and reconciliations of three girl friends.

Not a lot happens – at least as compared to a moon landing – just the steady familiar pulse of life as it actually gets lived.

Apart from anything else the film is worth seeing for its young cast. Most familiar face is the American Chris O'Donnell, last seen as Robin in Batman Forever and here making a convincing enough broth of a boy.

The perhaps too cutely-named Minnie Driver as the most prominent of the threesome and Alan Cumming, memorably sneaky as an unwelcome suitor, will both undoubtedly be heard from further.

- Bob Baker

Peace bought too expensively to ieopardise now

"IT WAS as though I had been sent off to war. .

Thus Vice Admiral Sir Hugh Mackenzie describes the manner of his appoint-ment as Chief Polaris Executive on the last day of

"If you say no, I'll twist your arm until you bloody well scream," was how First Sea Lord Admiral Sir Caspar John made

Everything - not least his family life - would become sub-servient to the goal of transfer-ring the UK's nuclear deterrent to the Royal Navy and he could expect to remain in post until the submarines that would carry it became operational, nearly five years later as it turned out.

They would be, Mackenzie concludes in his memoirs The Sword of Damocles (RN Submarine Museum £25) most strenuous five years of his whole career - and that included World War II, in which he commanded HMS Thrasher and Tantalus, the latter, operating in the Far East, having completed the longest patrol of the war by a British submarine.

In the end, though, they were the most satisfying, "because of their direct contribution to the ultimate defence of this country."

Wholehearted

It might seem a strange job to have been so wholeheartedly embraced by one whose Christian beliefs underpinned the whole conduct of his life, but Mackenzie had no problem with the moral requirement to pre-serve peace "in the face of an aggressive USSR whose military might and stock of nuclear weapons were second to none and whose occasional actions and constantly proclaimed intentions were the very antithesis of peaceful co-existence.

He was inevitably - and most

unwillingly – led into the political arena to justify and explain the Polaris programme to a public he was constantly surprised to find had little understanding of the purpose of deterrent forces.

But otherwise "the misguided arguments of CND and kindred



Vice Admiral Mackenzie

'peace marchers' unchallenged, posed a constant source of disruption . . . The more active became CND, the more the case for Polaris had to be repeated, time and again.

Mackenzie devotes almost as much space to the last phase of his career as he does to his wartime experiences. There is much fascinating detail in the Polaris story, though - as in the discovery of an acute shortage of molybdenum, an essential component in the manufacture of the special steel used to construct the submarines' pressure hulls.

Some critical weeks passed before a sufficient supply was acquired – its origin, Russia!

In any case, Thrasher's exploits have been often recount-

ed elsewhere. She was christened "The Lucky Thirteen" by the media, having survived 13 patrols

in the Mediterranean - one of which actually began on Friday February 13, 1942.

Two days later she was struck by two unexploded bombs which lodged in her casing. These were removed by Lt Roberts and PO Gould, both later awarded the

The bombs were made in Czechoslovakia and Mackenzie has wondered ever after whether Thrasher's people owed their lives to "some unknown dissident worker" who might have sabo-taged their mechanism.

Special Forces

Less happily, another episode that has long preyed on his mind concerns the fate of an Allied Special Forces Group which Tantalus was detailed to pick up from Merapas Island to the south of Singapore.

No urgency was indicated and Mackenzie received approval to remain on patrol for a week. When a reconnaissance party was eventually landed there were no signs of the group – only of a hasty evacuation of their camp.

By delaying his arrival Mackenzie has since been criticised for causing the deaths of the survivors of operation RIMAU, but all the evidence now suggests that they were discovered by the Japanese some days before the earliest pick-up

date.
"Rufus" Mackenzie's engaging book concludes with a warning he is better qualified than most to deliver: "History teaches us to expect cuts after periods of hos-tilities or tension, but the present climate, of international and climate of international and national affairs gives no grounds for blithely thinking that the millenium has arrived and that we can have peace forever without paying its costs.

"The Sword of Damocles is poised over many countries and the world remains a dangerous place; if we neglect our own

defences it will be all too easy to lose everything gained from the last war and its immense sacri-

Mackenzie's deputy on the Polaris project, Admiral Sir Rae McKaig died last month aged 73.

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Reunions

FEBRUARY

Roedean Old Boys Association A
Spring Lunch will be held at 12 noon on
Thursday February 29 at the Victory
Services Club, 63 Seymour St. London W2.
Membership is limited to ex-RN personnel
on electrical and torpedo courses at
Roedean School for Girls during WWII. For
an application form and details send 50p in
stamps to Sam Morley, 113 The Ridgeway,
Cuffley, Herts EN6 7BG Tel 01707 872720.

MARCH

HMS Emerald Association together with HMS Racehorse associate members, are holding a reunion at the Union Jack Club, Waterloo, London, on Saturday March Any racehorse shipmate not already in touch, please contact C Houldey, 3 Gloucetser Rd, Willerby, East Yorks HU10 6HW. Tel 01482 651652.

HMS Cadiz and HMS Wizard A reunion will be held on March 2 at the Chesford Grange Hotel, Kenilworth, Warwickshire. For details contact Darky Parry, 35 Gawsworth Ave, Crewe, Cheshire CW2 8PB. Tel 01270 662851.

HMS Glory Association holds its tenth nanal general meeting at the Nautical Club, Birmingham, on March 16. Details from Peter Warde, 91 Dinglederry, Olney, Buckinghamshire MK46 5EU. Tel 01234 711611.

HMS Commonwealth and HMS Return, Japan 1945. The third reunion will be held in Skegness, March 22-24. For details please ring 01228 514570.

RN Auxiliary Service, North West Area A reunion will be held on March 23 at the RNA Club, Park Rd East, Birkenhead, For details contact Peter Bentley c/o 39 Sycamore Ave, Oak Avenue Estate, Upton, Wirral L49 4QJ.

HMS Indefatigable Association holds a reunion at the Royal Sailor's Home Club, Portsmouth, March 30-31. For details send a SAE to Jack Hibberd, 23 Canterbury Ave, Southampton SO19 1EB.

APRIL

HMS Gravelines D24 1949-52 and 1952-4 (second commission) The fourth reunion ill be held at the Royal Fleet Club, bevonport, in April. Details from Roy Vhittington, 102 A, Victoria Avenue, Newport, iwent NP9 8GG. Tel 01633 221688.

HMS Westcott Club holds their annual reunion and AGM at the London Welsh Club, Greys Inn Road, London, on April 13. For details contact Colin Fairweather, Stable Cottage, Colchester Rd, West Bergholt, Colchester CO6 3JQ. Tel 01206 240614.

HMS Grenville Association 1943-46
Capt D25 - in company with HM ships Ursa,
Undaunted, Urania and Ulster - will hold
their 1996 reunion at Blackpool, April 17-19.
For details contact Secretary R Durber, 4 Sir
Winston Churchill Close, Binley Woods, Nr
Rugby, Warwickshire CV3 2BT. Tel 01203
542978.

HMS Nuthatch Anthorn, Nr Carlisle. The first reunion will be held at the New Central Hotel, Blackpool, April 19 to April 21. For details please write to Pat Gardner, 24 Freshfield Court, Carlisle, Cumbria CA1 2TT. Tel 01228 47385.

HMS Ruler/885 Squadron A reunion of the ship's company and squadron members will be held in Bristol on the weekend of April 21st, all personnel are welcome. For details, contact Ted Restall Tel 0117 9327074.

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HMS Middleton L74 Association holds the 12th reunion at the RNA Club, Learnington Spa, April 26-27. Newcomers please contact Mike Alston, 6 Belmont Park Rd, Maidenhead, SL6 6HT. Tel 01628 29655.

HMS Magpie The fourth reunion will be held on May 3. For details contact Tom Iddon, 28 Falkland Rd, Southport PR8 6LG. Tel 01704 541567.

HMS Tenby Frigate F65 and minesweeper J34, reunion May 3-6 at the Trecarn Hotel, Babbacombe Bay, Devon. Contact Jeff May on 01344 59368 or Phil Rowe on 0161 747 7325.

HMS Peacock Association holds a reunion May 4-5 at the RNA Club, Royal Learnington Spa. For details contact Ted Collier, 8 Aston Lane, Remenham Hill, Henley-on-Thames, Oxon RG9 3EL. Tel

23rd and 25th Destroyer Flottila Your next reunion will take place in the Victory Club. HMS Nelson, Portsmouth at 1800hrs on May 25. Shipmates wishing to attend should reply quickly to Bill Swift, 37 New Rd, Lovedean, Waterlooville PO8 9RU. Tel

HMLBVs June 1944 A reunion of all sailors of served in these barges from June 1944 onwards is to be held in the Nautical Club, Birmingham, on June 8. Details from FW Smith, 19 Guardian Court, Moat Lane,

HMS Suffolk Association reunion April 28 - May 1 (banquet night May 1) at the Royal Sailor's Home Club, Portsmouth. Details from AE Emanuel, 1 Channon Court, Maple Rd, Surbiton, Surrey KT6 4RS. Tel 0181 390 5783.

HMS Attacker 879 and 886 Squadrons FAA and ship's company. A reunion will be held at The Nautical Club, Birmingham, on May 2. Details from Ray Phillis, 243 Kempshott Lane, Basingstoke RG22 5NB. Please enclose a SAE.

Henley-on-Tha 01491 574241.

HMS Nelson (Battleship) The 11th union will be held in HMS Nelson on May . For details contact George Treadwell, 31 yde Rd, Gosport PO12 3DN. Tel 01705

HMS Victorious 1941-45 AGM and annual reunion, May 10-12. A warm welcome awaits all ranks and rates who served from '41-45. Details from Hon Sec Mansel Evans, Bryn Deryn, Lon Yr Eglwys, St Brides Major, Bridgend CF32 OSH. Tel 01656 880459.

The V&W Destroyer Association reunion and AGM will be held in Great Yarmouth, May 17-20. Contact Colin Fairweather, Stable Cottage, Colchester Rd, West Berghohl, Colchester CO6 3JQ. Tel 01206 240614.

23rd and 26th Destroyer Flotilla Your Lovedean, Wa 01705 591032.

Yardley, Birmingham B26 1TW. Tel 0121 783 7598.

HMS Sparrow 1949-57 A reunion will be held in the Royal Fleet Club, Devonport, on June 8. For details contact R Jacquett, 41 Low Grange Rd, Thurnscoe, Rotherham, S Yorks S63 OLD. Tel 01709 898491.

The Landing Craft Infantry (Small) Association holds an informal 'do-it-yourself' reunion at The Rising Sun, once part of HMS Tormentor, Warsash, on June 9 from 1130 to 1430. There is a limit on the total numbers, please contact Rhona Moody on 01489 575494 by the end of April.

RNATE Torpoint Exmouth Division (1942-46) 50th anniversary passing out din-ner reunion, June 26. Contact Mr Bennett, 26 Marine Parade West, Lee-on-Solent PO13 9LW. Tel 01705 550527.

JULY

HMS Glasgow Old Boy's Association The 17th annual reunion will takes place at Portsmouth, July 6-7. All ex-crew welcome. Details from S/M Allan Mercer, 89 Royal Ave, Widnes, Cheshire WA8 8HJ Tel 0151 424

AUGUST

HMS Eagle 1942 The Survivors Association holds the annual reunion at the RN Engineers Benevolent Society Memorial

Club, 46 Clarence Parade, Southsea, on August 10 at 1200. For details, and tickets at £5, contact Secretary A Goodenough, 3 Brimpton Rd, Reading RG30 3HY. Tel 01734 573783. Please enclose a SAE. SEPTEMBER

HMS Bonaventure X Craft depot ship, British Pacific Fleet 1945. The first reunion will be held in Skepness in September. For details please ring 01228 514570.

OCTOBER

1ST Destroyer Flotilla (1442-45) Association A reunion for all the Hunt-class destroyers based in Portsmouth will be held in the City in October. For details contact John Goulder, 155 Leicester Rd, Glen Parva, Leicester LE2 9HP. Tel 0116 277 5165.

UNDATED

Gollies Calling all serving and former senior rate gollies who would be interested in a reunion in April or May. Please send a SAE to CPO(EW)(O) Debble Reynolds, WO & SR's Mess, HMS Dryad. Southwick, Nr Fareham, Hampshire PO17 6EJ.

HMS Sheffield Association plan a 1996 reunion for all those who served in the cruiser, destroyer and frigate. For details, contact C Adams, 31 Wharfedale Rd, Lancaster, Lancs LA1 5ND. Tel 01524 61840. cash prize of £25. A further prize is offered for a correct solution to this month's puzzle. Tell us: 1. The name and type of ship berthed inboard of

Mr J C Olsen of Old Portsmouth.

the destroyers. 2. What role she fulfilled during WWII.

Complete the coupon below and send it to Mystery Picture, Navy HMS Nelson, News, Portsmouth PO1 3HH.

Coupons giving correct answers to the questions will go into a prize draw to establish a single winner. Closing date for entries is March 15.

PICTURE PUZZLE

WINNER of the Navy News Mystery Picture competi-

tion No. 10 which appeared in our December issue is

His entry, naming the photograph as that of the Battle-class destroyer HMS Corunna (1945-74), was

drawn at random from correct replies. He receives our

MYSTERY PICTURE 12

More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no corre-spondence can be entered into and no entry returned.

The winner will be announced in our April edition. The competition is not open to *Navy News* employees or their families.

Over to you

CHATS Chatham Port Division Magazine 1949-51. The author of the Palinurus column about Able Seaman Moggs would like photo-copies of the stories. Please contact Michael Alge, POB 1032, Kiryat Tivon, Israel 36 110, Telephone / Fax 00 972 4 9834918.

HMS Thanet sunk at Endau, East Malaysia, January 1942. Information about CPO Jack Sheppard, Torpedo Cox'n believed to have been taken prisoner after the sinking,

is sought by his son. Please contact Mr TD Sheppard, 199 Beechings Way, Gillingham, Kent ME8 6RP. Tel 01634 389801.

Lt Robert Arther Jones (Troon) HMS Effingham (Ceylon) HMS Quebec LCP(L)s and LCTs. If you knew this officer please contact his son, PO Robert C Jones, Naval Stores Office, HMS Dolphin, Gosport, Hants PO12 2AB. Tel 01705 7

South Georgia 1982 Were you present at the transfer of HMS Ardent survivors from the Canberra to Leeds Castle in Grytviken harbour? Maritime artist Cdf JL Muxworthy, then Canberra's supply officer, would like photographs of this and any other Falklands scene to paint from. Contact Cdr Muxworthy, Danish Perch/Fergus Down, Lower Kelly, Calstock, Cornwall PL18 9RY. Tel 01822

Gilbert (Bill) Platt RN from Lancashire, served HMS Bermuda, stationed in Simonstown, South Africa, please contact Jean Lloyd, Manor House, St George's Rd, Southernwood, East London, South Africa.

HMS Ocean Have you heard of a film called 'Winged Citade' made in HMS Ocean in the Med and Malta in the late 40s/early 50s? Do you know in which year the film was made and which CAG and squadrons featured the aircraft will have been Hawker Sea Fury F-IIIs and Fairey Fireflies MK Ivs or Vs. Please contact MR RE Thompson, VP HMS Ocean Association, 1 Highbury Ave,

Cantley, Doncaster, South Yorks DN4 6AW. Tel 01302 530166.

William Henry Hickling, ex RM driver from Blue Camp, RN Party 2402, Rhine Crossing 1945 and previous service UK 1940-44, born in Keithley, Yorks, If you have any information please contact his son, Bob Kickling, 137 Lane

Helicopters A history of naval rotary wing aviation since 1950 is being written. If you have any anecdotes, stories, experiences, photographs or cartoons please contact Keith Carey, 24 Beaconsfield Rd, Sittingbourne, Kent ME10 3BB.

HMS Hampshire WWI Any information regarding Stoker Robert Middleton, from Sheringham, Norfolk, would be much appre-ciated. Contact Mrs A Freed, The Lodge, Ravenswood Court, Kingston Hill, Surrey.

HMS Kelly, Malta 1941 A photograph of the ship's company of HMS Kelly with Admiral Mountbatten, then Captain of HMS Kelly, has been found. If you would like a copy or more information please contact Mr W Manders, 11 Abbots Rd, Ilchester, Yeovil, Somerset. Tel 01935 841665.

HMS Hawkins 1942-46 Mrs Elizabeth Lewry would like to hear from anyone who served in HMS Hawkins, especially anyone who knew Seaman John MacAlister. Contact her at 14 Stealhard Terrace, Perth. Tel 01738 631751.

HMS Phoebe 1942-44 Torpedoed off the Gold Coast of Africa. Ex Stoker HG Turner has unearthed pictures of the subsequent burials. If loved ones would like copies please contact him at 64 Fielding Ave, Twickenham, Middlesex TW2 5LY, Tel 0181 894 7267.

HMS Cardigan Bay Do you have surplus pictures of the ship? Please contact Mr Kenneth Lowe, 132 Lundy Rd, Loughton, Stoke-on-Trent, Staffodshire ST3 2EF.

RN Motor Gun Boat 634 If you have any details please contact Mr R West, 43 Toronto Rd, Exeter, Devon EX4 6LF.

Japanese 'suicide' boats, based in the caves of Sok Kwu Wan, Lamma Island, 1945. Any information on these boats would be welcomed by Trevor Hollingsbee, Flat 29, 6th Floor, Block B, No 1 Broadcast Drive, Kowloon Tong, Hong Kong, HMS Whirtwind and HMS Quadrant are believed to have anchored in this location.

HMS Mahratta 1942-44 Sunk Barents Sea with few survivors. The ship was paid for by the people of Walsall and a local historian

would like to know if any of the ship's company are still alive. Mr C Whitehouse, 72 Wrexham Ave, Bentley, Walsall WS2 0DQ.

AB Arthur Lee Royal Navy 1941-42 Do you remember Arthur Lee? He was a black rating, born in Canada but settled in Manchester, lost at sea in 1941. If you have any details of his service life, please contact his son, Mr Frank Lee, 17 Wimborne Avenue, Broke Hall, Ipswitch IP3 8QW. Tel 01473 724722.

HMS Frobisher, former cadet training cruiser, finally paid off May 1947. Details of the ship's battle honours, specifications, armaments etc. are sought by Lt Cdr Christopher Sherwood RN Rtd, 18 Magdalen Ct, Ersham Rd, Canterbury, Kent CT1 3DH. Tal 01227 464562. Ct, Ersham Rd, Ct Tel 01227 464562.

HMS Eagle 1963-69 Photos of Buccaneers, Sea Vixens, Scimitars, Gannets, Wessex helicopters and flight deck scenes and earlier shots of Fireflies and Wyverns sought by Grahame Search, 67 Ambleside Drive, Southend, Essex SS1 2UT.



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To: Lt Cdr I. M. P. Coombes RN. ARNO, 70 Porchester Terrace

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Calling old shipmates

RNSETT A Silver Jubilee reunion is planned for February 29. Anyone who has served on the staff at RNSETT and would like details should telephone Lt Morris on 01705 724028 (Fax 01705 724251) or write to RNSETT, HMS Nelson, Portsmouth PO1 3HH.

The Survey Ships Association is open to anyone who served in any RN survey ship. Associate membership is open to anyone serving in a support role (hospital ship, MCM support etc.) and honorary membership is open to anyone repatriated to the UK via Montevideo in HMS Hecla, HMS Hydra or HMS Herald during the Falklands conflict of 1982. Contact the Secretary, Survey Ships Association, The Elms Guest House, 48 Victoria Rd South, Southsea, Hampshire PO5 2BT. Tel 01705 823924.

1st. 3rd, 4th and 17th Escort Groups are holding a reunion at the Stretton Hotel, Blackpool, November 18-21. The last reunion included shipmates from HMS Affleck, Ascension, Capel, Cooke, Cranstoun, Dommett, Hoste, Garlies, Moorsom, Fordstell, Cooker, Downson, Northbox details, contact Harry Rawson, Northlea, Bishopswood, Nr Chard, Somerset TA20

405 Squad Royal Marines Men who joined the Corps at Eastney in October 1941 are sought for a squad reunion. Contact Stan Mason, 53 Pellinore Rd, Beacon Heath, Exeter EX4 9BN Tel 01392 54908.

809 Squadron If you are interested in taking part in the squadron's first reunion, contact G Lilley, 3 Parish Way, Monk Bretton, Nr Barnsley, South Yorks Tel 01226 296884.

Alan Robinson, National Standard Bearer for RNA Jubilee as reported in the December issue. Did you serve in Arakan (Burma) 1944-45 and Batavia 1945-46? If so

contact RG Tucker, 11 Hart Close, Stockton TS19 8BA. 01642 894178.

TS19 8BA. 01642 89411/8.

George McDonald (served 1961-87) will be 50 on February 2B. If you served with him in HMS Herald, Hermes, Ark Royal, Daedalus or Eagle and want to meet old friends, contact Steve McDonald on 0181 542 6645. HMS Protector (Sept 1956 - Aug 1957) Ex-ERA Sid Benn wishes to contact Charles Haines, or others of the mess. 71 Beston Drive, Hamilton, Omtario, Canada L8T 4W6. Tel 001 905 388 1879.

Training Ship used for stoker training, berthed opposite the WRNS base HMS Impregnable. Were you on the ship? Do you remember the steam battleships moored off Torpoint? Please contact Mr Eric Varnham, 32 Olympic Close, Glenfield, Leicester LE3

HMS Ganges 1905-76 Have you heard of the Ganges Museum situated on the fore-shore of the establishment, full of photgraphs and memorabilia of Ganges' 71-year history, For details, contact George Athroll, 20 Flint Close, Ipswich IP2 8PU. Tel 01473 684749.

Alf Brenen or Brenan (Scouse) who served in HMS Atheling as a stoker from 1941 - 45. Stoker Bill Roper would love to hear from you or any other Atheling mates. 320 Charlcombe Park, Portishead, Avon BS20 8LD. Tel 01275 848913.

HMS Daedalus To mark the closure of the Wardroom Mess a cocktail party will be held on March 7 at a cost of £5 per head for non-members. Any serving or retired officers who wish to attend should apply to the Commander's Assistant, HMS Daedalus, Lee-on-Solent, Hampshire PO13 9NY.

WWII 9th Minesweeping Flotilla HMS

Bridport, Ray Storey Tel 01636 72858, HMS Blackpool, Len Ginger, Tel 01734 783561, HMS Bangor, Ken Salter 8 Millway Gardens, Bradninch, Exeter EX5 4RE. Ex ship's company please phone or write

HMS Tenby F65 A/S Frigate 1955 to 1973, & Minesweeper J34 1941-46 Still searching for ex ship's company for reunion in May (see reunions). For information please phone Jeff May on 01344 59368 or Phil Rowe on 0161 7477325.

HMS Pheasant 1943-46 Any crew mem-01227 361733 or R Creffield Ex AB 4 Mess on 01792 415403. More than 30 shipmates found so far. Would particularly like to hear from S/Lt Gay RN, S/Lt Allat RNVR and Midshipman Watson.

HMS Duchess 1954-55 Med Fleet. Ex Quarterdeckman Gordon Phipps would like to hear from old shipmates interested ina reunion. Write to 3 Holt Weer Close, Templar Rd, Oxford OX2 8NW or telephone 01865

Mick Heywood, ex Seaman PO Malta 1958-60. Bette and Pony Moore would very much like to hear from you. T Moore, Nought Bull Lane, Lower Higham, Kent ME3 7LT. Tel 01634 715601.

Freddie Flack, ex Cox'n Sahib, I have st your address. Please contact Pony Moore at the above address.

HMS Ganges, Crossbow, Cook 1951-60 Anyone serving in these ships who remembers working alongside TEL David Alun Thomas Rees JX 908716, please contact his younger son on 0181 945 2469 (daytime) or 01707 271770 (evenings). He is trying to arrange a surprise 60th birthday party on March 9th in Aberystwyth. Accommodation and breakfast will be provided free of charge A Swift response is appreciated.

Harry Saunders, Russian Convoys, Will Last known address Berkshire Rd, Hackney Wick. Betty Roper (nee Spall) would love news of you. Please ring 01275 848913.

LM(E) Brian High, HMS Defender 1956 Last known address was in the Chessington area of Surrey. As best man at Colin Drew's wedding in 1946, you are invited to attend a 40th wedding anniversary party on July 27. Please ring Colin Drew on 01442 872379.

8th Destroyer Association 1945-63 HM ships Cossack, Constance, Consort, Contest, Cockade, Comus, Comet, Concord, Contest, Cockade, Comus, Comert, Concord, Charity, Cheviot, Cavalier, Caprice, Caesar, Cambrian, Cassandra, Carrysfort, Carron and Cavendish. If you served in these ships and would like to meet old shipmates, contact Eric Mulliner at Selehurst Bungalow, Brighton Rd, Lower Beeding, Horsham RH13 6PR (SAE appreciated). Tel 01403 891556. The next committee meeting is on March 2 at the Rockingham Arms, Doncaster, and is foll-wed by a miol.rening. wed by a mini-renion.

The George Cross Island Association All local Service associations are invited to attend the dedication of the North East & Scotland Branch banner at the Church of St Scotland Branch banner at the Church of St Thomas the Martyr (the garrison church) at Newcastle upon Tyne at 2pm on February 25. To make a reservation, please contact Mr Fred Jewett, Highfield, 322 Hexham Rd. Heddon-on-the-Wall, Newcastle NE15 9QX. Tel 0661 853197.

HMS Philante 1943-45 CPO Bill Taffy Lewis would like to hear from old shipmates. Please write to 47 Pound Bank Rd, Malvern, Worcestershire WR14 2DE or telephone on 01684 573886...





US President pays tribute to branch that marches in memory of Pearl Harbor

Bill Clinton's thanks to 'steadfast' Southenders

SOUTHEND-on-Sea has received an international accolade unique among RNA branches - a personal letter of praise and thanks from the President of the United States, Bill Clinton.

Nelson sailor's grave found

WHEN members of Sheppey branch discovered in their local cemetery the overgrown grave of a sailor who served under Nelson, they went into

on Trafalgar Day they arranged for a service at the graveside of Joseph Miller, and laid a wreath. They have now undertaken the task of restoring the headstone and of clearing other, nearby graves in which lie the bodies of RN and Merchant Navy

Mr Clinton's "warmest greetings" were sent to the branch which for years has marked the Japanese attack on Pearl Harbor with a parade and service of remembrance each December 7.

This time their commemora-This time their commemora-tion of the 54th anniversary of the outbreak of the Pacific War was attended by the US Ambassador to Britain, Admiral William J. Crowe. He brought with him and read to the parade the President's message:

This solemn ceremony is a strong affirmation of the warm friendship and mutual respect that our two countries enjoy. As you gather to recall a time when enemy forces attacked our nation, killing thousands of our citizens and destroying a significant portion of the US Pacific Fleet, I join you in honouring the memory of those brave Americans who lost their lives in defence of freedom.

Their sacrifice inspired the United States Navy in its vital mission during the Allied struggle against tyranny and aggression, and we will never forget them.

The American people remember as well that, at the time of the attack on Pearl Harbor, the Royal Navy and the people of the United Kingdom had already endured more than two years of war, during which you remained an unyielding bastion of freedom. We pay tribute



US Ambassador Admiral Crowe(left) joins the Lord Lieutenant of Essex, Lord Braybroke, on the saluting dias for the Southend parade. With them are the chairman of Southend branch, and (right) Mayor Reg Copley.

The officer in charge of the memorial presented the branch

with a standard that had flown

over the ship, in which more than 1,100 men had died. The branch

also has a US Government Scroll

of Honour as the only non-US

group to regularly commemorate

2,403 American Servicemen and civilians were killed and 1,178

wounded.

five submarines.

During the Japanese onslaught

The US Pacific Fleet lost eight battleships, three cruisers, three destroyers and 188 aircraft for a

Japanese loss of 29 aircraft and

The body blow opened the way for a six-month run of lightning

successes by the enemy in the Far

East, including the capture of the Philippines, Malaya, Singapore and Burma.

steadfast spirit. On behalf of the citizens of the United States, and especially the families of those who perished at Pearl Harbor, I thank you for remembering and honouring our fallen veterans.

Best wishes for a memorable ceremony

USN contingent

As in previous years the parade was joined by representatives of other RNA branches, bearing more than 40 standards. US Navy and US Marine contingents also took part, bearing the

THURROCK branch laid up its old standard at St Cedd's Church, Stifford Clays, Essex. At the branch's annual dinner Shipmates Gladys Martin and Fred Archer were made life

WIGSTON & District branch thank all who attended the parade and service marking their 25th anniversary. Ship-mates Sid Elliot and Dave Barker collected £1,300 during the Poppy Day Appeal.

DARLINGTON branch has awarded life membership to Shipmate W. E. (Dusty) Millar. The branch hosted No. 11 Area meeting and a social event for members of the Burma Star Association of Wrens and other ex-Service

DEAL & Walmer branch meet on the first Thurday of the Landmark Centre, 129 High Street, Deal.

MEMBERS of Peterborough branch gave a reluctant bon voyage to their chaplain, the Rev. Ould, who takes up a new appointment as chaplain and rector on the Scilly Isles. He will also be missed by Peterborough Sea Cadet unit which he also served as chaplain.

MEMBERS planning to attend the rededication of City of Edinburgh standard in March should contact Shipmate Gordon Browne, 40 Riccarton Grove, Currie, Midlothian EH14 5PE.

Stars and Stripes to St Mary's Church, Prittlewell, where their Destroyer chaplain conducted an Anglo-American service. survivors Southend's annual tribute began after a member of the at jubilee branch visited the US national memorial constructed above the sunken battleship USS Arizona in Pearl Harbor. event

TWO survivors of the destroyer HMS Isis, were among guests at the dinner dance held to mark the diamond jubilee of Edmonton branch.

Shipmates Bob Weller and Cyril Robinson were serving in the Isis when she was sunk – probably by a mine – during the Normandy campaign in 1944.

The ship had been adopted by the Borough of Edmonton in 1942, so it was appropriate that Bob and Cyril should join almost 200 branch members, wives and friends.

Guest of honour at the event was the Association's President. Admiral Sir Desmond Cassidi.

Calling young recruits to save an ageing ship

RAMSGATE branch, which has been sailoring on for the best part of 60 years, may go under unless it can draw in

younger blood. "We have been in existence since 1939, but are in danger of foundering, mainly because present members are getting on a bit" their president, Shipmate John McDonald, told Navy News.

"Younger ex-Royal Navy and Royal Marines personnel don't seem to realise there is an association locally and that we have our own club. It's open week-ends, so our message to them is come and

The branch's next event is a buffet-dance at The Sanclu hotel on March 1, and members are hoping to attract some new faces whether serving or ex-Service.

Mansfield

The branch hosted a concert at their local leisure centre which starred the Royal Marines Band Plymouth. Guests included the Vice Lord Lieutenant of Nottinghamshire, Sir Michael Nall, and Lady Winifred Hilton.

During the evening there was an impressive parade of standards with a guard provided by the town's Sea Cadets.

Hastings and St Leonards

A pre-Christmas social rounded off a very busy half-year for the branch, which had manned a stall at the Town and County Fair, taken a trip to sea in Newhaven

Branch News

Lifeboat, visited Southend branch and held a Trafalgar Night dinner attended by more

The branch meets on the first Wednesday of the month at 2000 at the RAFA Club, Hastings.

Shrewsbury

The Senior Naval Officer Shawbury, Lt Cdr Phil Owen, and the commanding officer of HM submarine Talent, Cdr Jonathan Westbrook were guests at the branch's Trafalgar Night dinner.

SE Cornwall & Plymouth

Helped by the Band of the Royal Marines Plymouth, the branch raised £854 at a charity dance in the WOs and CPOs Mess at HMS Drake. Flag Officer Plymouth, Vice Admiral Roy Newman, presented £427 each to The Joint Service Hosanna House Trust and Alexandra House.

Hanworth

Two ceremonies honouring those who have crossed the bar have been hosted by the branch.

The first took place in the grounds of their clubhouse to mark the erection of a memorial to former shipmates. The second, inside the clubhouse, was for the unveiling of a memorial board to former members of Middlesex branch of the Submarine Old Comrades Association.

Reading

Despite a busy year including parades and social events as well as trips to London and Portsmouth for VE and VJ Days, members turned out in strength for their annual dinner attended by the Mayor.

Kingston upon Thames

The branch dinner dance was especially memorable for Shipmate Len Stokes, chairman, who was honoured with life membership.

Awards were made to the standard bearer, Shipmate Dave Ralph, and Shipmate Rose Sherwood. A framed picture of HMS Richmond was presented by POs Mick Loynes and Artie

Bishop's Stortford

A town centre stall organised by Shipmate Les Hutchin and manned by branch members raised £250 for King George's Fund for Sailors and the branch's funds for celebration of its 50th anniversary.

The money was raised through donations and the sale of second-hand books, key fobs, posters, pens – and copies of wartime poems by Shipmate Tony Knight.

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THE JSSRM FORMERLY HMS TAMAR HONG KONG NOW PRINCE OF WALES BARRACKS WILL CLOSE ON 27 FEBRUARY 1996. ANY INDIVIDUAL WHO MADE A PRESENTATION TO THE JSSRM MUST CONTACT WO1 (GSM) V BELL, HQBF, PRINCE OF WALES BARRACKS, HONG KONG, BFPO 1 BEFORE 27 FEBRUARY 1996.





Appointments

Rear Admiral John Patrick Clarke to be Hydrographer of the Navy and Chief Executive, Hydrographic Defence Agency. January 30.

Commodore John Henry Stuart McAnally to be promot-ed Rear Admiral and to be Flag Officer Training and Recruiting and Chief Executive Naval Recruiting and Training Agency.

Commodore Richard Thomas Ryder Phillips to be promoted Rear Admiral and to be Assistant Chief of Defence Staff Operational Requirements (Sea Systems). May.

Capt Christopher Hugh Trevor Clayton to be CO, HMS Chatham. May 11.

Surgeon Capt George Harrison Grant McMillan to be Medical Officer in Command,

Institute of Naval Medicine, Alverstoke, in the rank of Surgeon Commodore. May 7.

Cdr Simon Boyce Charlier to be CO, HMS Northum-berland, April 8.

Cdr Simon Charles Howard to be CO, HMS Manchester.

Loc Lt Col Robert Mark Rundle to be CO, Merseyside. February 8. RMR

Points

THE following list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates as at February, 1995.

Intermediaries (Int) indicates that person nel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "Int," ros-ters are the basic dates of the top eligible per-

The number following the points (or basic date) is the number of men who were advanced during January.

To ACCMEA - P.V. Newton (Sultan), A.K.

CHIEF PETTY OFFICER ARTIFICER

Captain Naval Drafting has been notified of the following advancements to Chief Petty Officer Artificer which were made by Commanding Officers in January:

To CPOMEA - R. Dorey (Monmouth), M.L. tterson (Raleigh), N.R. Roser (Sultan).

Patterson (Raleigh), N.R. Roser (Sultan).

To ACPOMEA - S.A. Elphick (Nelson, Bristol), M.D. Ghost (Invincible), J.P. Haysen-Smith (Repulse STBD), P.W.G. Kirk (Montrose), A.D. McManus (Vanguard STBD), A.J. Morgan (Southampton), S.D. Norris (Gloucester), P.J. Quayle (Battleaxe), V.C. Woods (Sultan).

To ACPOAEA(L) - M.G. Barron (Seahawk).

To CPOAEA(L) - A.D. Newman (815 Sqn.

To ACPOAEA(M) - B.T. Meacher (845 To CPOWEA - K.M. Johnson (Cardiff).

To ACPOWEA - K. Pearson (Exeter).

CCMEAML - 291, Nil; CCMEAEL - 143, 2;

New Year Honours

PO(EW)(O) - 263, 4; LS(EW) - 131, Nii; PO(M) - Int, 16; LS(M) - Int (15; 3.94), 17; PO(R) - 336, 4; LS(R) - 134, 5; PO(S) - Int (16; 11,93), Nii; LS(S) - 119, Nii; PO(D) - 359, 2; LS(D) - 649, 2; PO(MW)(O) - 139, 1; LS(MW) - 276, Nii; PO(SR) - 393, Nii; LS(SR) - 311, Nii; PO(SR) - 506, 6; POCY - 448, 6; LRO(T) - 487, 5; PORS - 458, 13; LRO(G) - 249, 13; POPT - 382, Nii; RPO - 404, Nii.

POMEM(L)(GS) - Int (9.6.95), 4; LMEM(L)(GS) - Int (19.1.95), 3; POMEM(M)(GS) - 540, 5; LMEM(M)(GS) -294, 6; POWEM(O) - 131, 5; LWEM(O) - 155, 9; POWEM(R)(SM) - 200, Ni; LWEM(R)(SM) -114, Ni; POCA - 414, Ni; POCK(GS) - 393, Nii; LCK(GS) - 291, 3; POSTD(GS) - 685, 3; LSTD(GS) - 151, 4; POSA(GS) - 503, 6; LSA(GS) - 147, 6; POWTR(GS) - 231, 2; LWTR(GS) - 162, 5; POMA - 245, 4.

CCMEAMLSM - 155, 2; CCMEAELSM - 123, Nil; CCWEAADC - Int (28.11.95), 1; CCWEAWDO - Int (28.11.95), 2; CCWEAAD-CSM - 243, Nil; CCWEAWDOSM - 321, Nil; CCAEAM - 235, Nil; CCAEAR - 222, Nil; CCAEAWL - 405, Nil;

LMS - Int (13.9.94), 4; PO(S)(SM)(O) - 339, Nil; LS(S)(SM) - 461, Nil; PO(TS)(SM) - 264, Nil; LS(TS)(SM) - 193, Nil; PORS(SM) - 430, Nil; LRO(SM) - 259, Nil; POMEM(L)(SM) - 341, 2; LMEM(L)(SM) - Int (23.6.93), 3; POMEM(M)(SM) - 721, 3; LMEM(M)(SM) - 223, 2; POWEM(R)(SM) - 165, Nil; LWEM(R)(SM) - 508, Nil; POSA(SM) - 273, Nil; LSA(SM) - 132, Nil; POWTR(SM) - 130, Nil; LWTR(SM) - 259, Nil; POCK(SM) - Int, Nil; LCK(SM) - 569, 2; POSTD(SM) - 520, Nil; LSTD(SM) - 1075, Nil.

POA(AH) - 1163, 3; LA(AH) - 1052, Ni; POA(METOC) - Int (2.11.95), 1; LA(METOC) - Int (3.6.94), 1; POA(PHOT) - 612, Ni; POA(SE) - 780, Ni; LA(SE) - 412, 1; POACMN - 466, 3; POAEM(M) - 273, 6; LAEM(M) - 454, 9; POAEM(R) - 114, 1; LAEM(M) - 454, 9; POAEM(R) - 114, 1; LAEM(R) - 404, 5; POAEM(WL) - 156, 1

POW(R) - 412, Nil; LW(R) - 394, Nil; POW(RS) - 639, Nil; LWRO - 533, Nil; POWPT - 396, Nil; RPOW - 254, Nil; POWCK - Int , Nil; LWCK - Int (10.7.93), Nil.

POWSTD - 1097, Nil; LWSTD - 395, Nil; POWSA - 327, Nii; LWSA - 209, 1; POWWTR - 255, 1; LWWTR - 120, 1; POWWTR(G) - 324, Nii; POWMETCO) - Int (4.795), Nil; LW(METOC) - Int (5.10,33), Nii; POWAEM(M) - Int, Nil; LWAEM(M) - 505, Nil; POWAEM(R) - 1nt, Nil; LWAEM(M) - 505, Nil; POWAEM(WL) - 707, Nil; LWAEM(WL) - 150, Nil; LWTEL - 583, Nil; POWWA - 217, Nil; LWWA - 430, Nil; POWDHYG - 320, Nil; POWDSA - Int (28.10,94), Nil; LWDSA - Int (28.10,94), Nil; LWGNA - 10, Ni

PO(AWW) - Int, Nil; LOM(AWW) - Int (15.11.94), 1; PO(AWT) - Int, Nil; LOM(AWT) - Int (22.4.95), 2; PO(UW) - Int, Nil; LOM(UW) - Int (18.3.95), 5; PO(EW) - Int, Nil; LOM(UW) - Int (9.5.95), Nil; PO(MW) - Int, Nil; LOM(MW) - Int (13.9.94), Nil; PO(C) - Int, Nil; LOM(C) - Int (21.7.95), 4; PO(SSM) - 237, 1; LOM(SSM) - Int (24.5.95), Nil; PO(TSM) - 98, Nil; LOM(TSM) - Int (29.3.95), Nil; PO(CSM) - 401, Nil; LOM(CSM) - Int (24.5.95), Nil; PO(WSM) - 584, Nil; LOM(WSM) - 467, Nil.

The Basic Dates quoted for the female ratings in the following categories, which have no examination for the next higher rate are applied in accordance with BR1066 Chapter 22:

POWQA - 373, Nil; POWTEL - 449, Nil;

It should be noted that the number of B13's issued in the female categories are those advanced from the female Shore Roster.

This return does not include November 1995 C281 points.

Promotions to Chief

AUTHORITY for promotion of the following ratings to Chief Petty Officer was issued by Captain Naval Drafting in January:

OPERATIONS BRANCH

OPERATIONS BRANCH (SEAMAN GROUP)

To CPO(EW)(O) - R.J. King (Navsouth Italy), H.V.E. Malcolm (BF Gibraltar NE), S.P. Wray (Drake CBP), R.J. Nash (Sheffield).

To CPO(R) - G. Merrett (Dryad), A. Lawson (Cambridge), S.R. Clark (Nelson), S. Robinson (Edinburgh).

To CPO(M) - R. Bladen (Raleigh), P.A. Brown (Cambridge), P. Blake (Plover), E.L. Jensen (Southampton), I.C. Andrews (Dryad), I.S. Sheridan (Illustrious), C. Steel (Dryad), S.A. Murray (Cambridge), K.H.

Medals

MERITORIOUS Service Medals have been

MERITORIOUS Service Medals have been awarded to the following:

WO(AEM) J. T. Willmitt MBE, 2SL;
WO(PT) P. G. Crowley, HMS Excellent;
WO(MW)(O) L. J. Barnett BEM, BRNC Dartmouth; CPOMA U. T. Andrew, RNMSS Haslar; WO(CK) P. T. Brooks, HMS Raleigh, WO(MEM) C. M. Cowling, HMS Raleigh; WO(STD) T. J. N. Coleman, HMS Raleigh; WO(STD) T. J. N. Coleman, HMS Nelson; CCY(CA) C. H. Hewitt, ClO Plymouth; WO(MEA) K. J. Peters BEM, HMS Raleigh; WO(MEA) K. J. Peters BEM, HMS Sultan; WO(RS) J. Wright, FOSNNI; WO(ACMN) P. J. Spearman, HMS Heron, W(WTR) V. B. Hawkins, CINCFLEET; WO2 P. Burnell RM, FO Plymouth; WO(CK) P. McGarrity, HMS Illustrious; WO(RS) C. B. Wakeman, HMS Heron.

Heron.

WO2 R. M. Ward RM, CTCRM; WO(RS)
B. Athey. CINCIBERLANT; WO(MEA) S. J.
Comfort, CFM Rosyth; WO(WEA) K. D.
Hunkin, CFM Rosyth; WO(WEA) K. D.
Hunkin, CFM Rosyth; WO(MEM) B. C. Wood,
HMS Drake; WO(R) R. J. Stuart, FO
Plymouth; CCMEA I. M. Beckett, HMS Drake
(CFM); WO(MEA) I. Publice HMS Drake Plymouth; CCMEA I. M. Beckett, Five Drake (CFM); WO(MEA) J. Phillips, HMS Drake (CFM), WO(CT) M. Thurlow, SCU Leydene.

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Garner (Dryad), J.P. Undrell (Peacock), A.W. Bond (Edinburgh), T. Higgins (Beagle), C. Farrell (Dryad), T.J. Coleman (FOST MPV SEA), J.F. Bearman (Cardiff), K.A. Clark (Dryad), S.N. Beynon (Excellent).

To CPO(D) - M.A. Russell (SDG Portsmouth, Nelson) B. Thompson (Neptune Base OPS), T.J.D.C. Sizer (DEF Diving Schl, Excellent).

Excellent).

To CPO(SEA) - P. Foster (Starling), D.M.
Gwilliam (Excellent), J.R. Stokell (DISA RES
Ship Org. Nelson), D.S. King (London), B.
Gwild (Sultan).

Ship Org', Nelson), D.S. King (London), B. Gavin (Sultan).

To CPOCY - J. Morrin (Collingwood), C.D. Smith (Gloucester), M.L. Rutley (Peacock), D.M. Dalton (St. Vincent).

To CPORS - P.A. Thompson (BF Gibraltar NE), P.J. Milis (FOST MPV SEA), A.J. Hornabrook (FOST D'port Shore), G. Glayborough (Collingwood), D.M. Irving (Collingwood), D.M. Irving (Collingwood), D.S. Scholey (FO Plymouth Coms), I. Scott (Endurance), P. Thomas (Leeds Castle), S.T. Gaskell (St. Vincent), D. Cave (Collingwood), D.M. Low (Scotia), M.D. Banfield (FO Plymouth Coms).

OPERATIONS BRANCH (COMMUNICATIONS GROUP) REGULATING AND PT

To MAA - A.J. Daw (2SL\CNH Nelson).

WEAPON ENGINEERING BRANCH To CPOWEM(O) - M.F. Smith (London), S.W. Hobbs (Drake CFM).

MARINE ENGINEERING BRANCH To CPOMEM(L) - R.G. Lees (Brave), D.C. Chisholm (Richmond), G. Brown (Iron Duke). SUPPLY AND SECRETARIAT

To CPO(SA) -P.R. Hogben (MOD DFS CIS GOS), G. DUFFY (Gannet), P.D. Walsh (Exeter), G.R. Anderson (Nelson). To CPOSTD - P.J. Lambert (Iron Duke).

MEDICAL BRANCH

To CPOMA - R.M. Newman (RN MSS slar), M. Smith CTCRM.

SUBMARINE SERVICE

To CPOMEM(L) - A. Foster (Talent), G.C.T. Aitken (Sultan), A.W. Bennett (Triumph), C.O. Hayward (Sultan), S. Lee (Trenchant), P.R. Wood (Renown PORT).

To CPOCOXN - C.D. Green (Trenchant), A. Rowan (FOSM Gosport), P.R. Hill (Repulse STBD), D.W. Sanderson (Turbulent), T.J. Franklin (FOSM Gosport), P.R. Wood (Renown PORT).

To CPO(TSSM) - A.S. Orr (Trafalgar), D.M. Peak (Repulse PORT).

FLEET AIR ARM

To CPOAC - S.R. Pearce (Dryad), T. Pendlebury (RNAS Yeovilton), S.M. Pearch (FONA Sea Culdrose).

To CPOA(AH) - J.F. Fanning (Seahawk), G.N. Barrell (HQ CDO AVN), D.J. Green (810 SON. OEU), P.R. Gidney (Collingwood).

To CPOAEM(M) - M. R. Quince (RNAS Yeovilton), D. W. Davie (706 NAS), S. J. Adam (814 NAS), S. D. Redgrave (RNAS Yeovilton), P. Robson (Invincible), C. L. Place (815 NAS).

To CPOAEM(R) - R.M. Slater (815 Fit 221), P. Wilkinson (846 Sqn Heron).

NON SEA-GOING BRANCHES To CPOWWTR - C.J.

(Osprey).

To CPO(FS) - D.I. Stretton (Cochrane),
D.A. Rutherford (Drake CBP).

ACTING CHARGE CHIEF ARTIFICER AUTHORITY was issued by Captain Naval Drafting in January for the following ratings to be advanced to Acting Charge Chief Artificer:

THE FOLLOWING received awards in the Queen's New Year Honours List: CB - Rear Admiral Frederick Brian Goodson OBE; Rear Admiral Roger Charles

Lane-Nott.

KBE – Vice Admiral Charles Christopher

KBE – Vice Admirat Charles Children
Morgan.

CBE – Capt Rodney de Forges Browne;
Capt Hugh Wilson Rickard.

OBE – Cdr Charles Peregrine George
Abbott; Cdr Robin Michael Howard Bawtree;
Cdr John Nicholas Edgell; Cdr Christopher
Arthur John Hill; the Rev. Peter Jackson (exRN chaplailn and Missions to Seamen chaplain in Kobe, Japan); Cdr Matthew

Cruickshanks Robb; Major David James Stewart MC RM; Cdr Rosemary Wilson. MBE - CPOAEA(M) Michael Albert John

Barnard; Mne David Charles Barnett; Mr Gus Barnard; Mne David Charles Barnett; Mr Gus Britton for services in connection with the RN Submarine Museum; Band C/Sgt Vivian Gareth John Davies RM; Lt Marie Eole Benjamin Genevieve; CPOPT Terence Bruce Godfrey; Lt Cdr David Edwin Hambrook; Lt Cdr William Craig Hannaford; Surgeon Lt Cdr Paul Michael Kemp; WO John Francis Kirk; Lt Cdr David Malcolm Lewis; PO(R) Neil Anthony Magee; Capt David Jones Marino RM; Lt Cdr SCC Michael Lyden O'Connor RNR; CPOW(QA) Sandra Palmer; A/CPOPT

Robert Michael Penfold; CPOSTD Anthony Redden; Lt Cdr Duncan Reid; Lt Cdr Melvin Erroll Robinson; WO David Paul Stokes; Lt Cdr Kevin Todd; WO2 Robert Mason Ward RM; CCMEA(ML) Paul Stephen Wincott.

Royal Red Cross (Associate Members)

WONN Anthony Edward Byrne QARNNS,
CPONN Elaine Teresa Hayward QARNNS. MVO - WOCK Lawrence Marsh RVM,

RVM - CCMEA Patrick William Clifford, HMY Britannia; LS(SEA) Kevin Nigel Cottingham, HMY Britannia; A/POMEM(M) John Patterson, HMY Britannia.

Swop drafts

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WEM(R) Dixon, HMS Cardiff BFPO 249, drafted HMS Neptune, May 6. Will swop for any Portsmouth shore base.

WRO1(U) K. E. Maloney, NJSC, HMS

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Warrior ext. 8629, will consider any swop, par-

WTR Elton, HMS Raleigh Buffer's Party, ext 41433, will swop for any Plymouth shore

base.

RO1(T) Cheetham, 3R Mess, HMS Edinburgh, BFPO 277, will swop for any Southern ship not deploying.

AB(EW) Field, HMS Newcastle (in refit), will swop for any Portsmouth Type 23, sea-

CK Rooke, 3R Mess, HMS Battleaxe, BFPO 223, will consider any Devonport ship

LSTD Jones, HMS Endurance, BFPO 79 (returns May 7), will swop for HMS vincible or HMS Illustrious.

Invincible or HMS Illustrious.

WSA McCafferty, RM Poole, ext 2217, drafted RAF Wroughton, March. Will swop for any Portsmouth shore draft.

CK Holloway, HMS Alderney, BFPO 203, will swop for any Devonport ship, preferably not deploying.

POSTO A. P. Hemsley, 14A Short Row, HM Naval Base Portsmouth, drafted HMS Invincible, July 13. Will consider any Portsmouth ship except carriers. POWREN(R) A. MacMillan, HMS Gannet

ext 4285, will swop for any Portsmouth shore

CPOWEA(WD) Wells (sonar 193M PJT essential), HMS Hurworth, BFPO 300, drafted EM2 (CSU Portsmouth), Feb 20. Will swop for any Portsmouth shore draft outside the naval base.

STD1 J. Lees, 6E1 Mess, HMS Invincible, will swop for any Portsmouth Type 23.

LMEM(L) Ashton, HMS Sultan ext 2230, drafted HMS Illustrious, BFPO 305, Feb, Will consider any draft.

consider any draft.

AB(EW) Gentry, 3G Stbd Mess, HMS
Brilliant, BFPO 237, drafted HMS Exeter as
OM(EW), April 2, Will swop for any
Portsmouth ship not deploying.

WOM(AW2) Hiscock (SSCs trained),
HMS Dryad ext 4695, drafted HMS Montrose,
July, Will swop for any Portsmouth Type 23 not
deploying.

deploying.

LMEM(M) A. P. Line, FMRO ext 25826 or 01705 366089, drafted HMS Grafton in build at Yarrow, May. Will swop for any Plymouth ship deploying or not.

LWWTR Forryan, RM Stonehouse ext 36341, drafted HMS Neptune, Feb 12. Will swop for any Portsmouth/Plymouth shore draft.

CK1 Wickington, 3E Mess, HMS Edinburgh, BFPO 277, will swop for any Portsmouth ship not deploying.

WEM(O)1 M. Pratt, HMS Cardiff, BFPO 249, in Rosyth refit from April. Will swop for any Portsmouth ship, preferably not deploying.

OM(AW) P. Brown, HMS Cardiff, BFPO 249, in Rosyth refit from April. Will swop for any Portsmouth shore base.

LS(M) O'Daly (SDC), HMS Exeter, BFPO 278, will swop for any Plymouth ship.

RO Martin, tel. 01803 837197, drafted HMS Fearless, April. Will swop for any Plymouth ship deploying or not.

MEM(L)M Wiltshire, HMS Intrepid, BFPO 306, drafted HMS Brilliant April to Aug (paying off). Will swop for any Portsmouth draft. LSTD Collin, HMS Dryad (MOD ext 93835), drafted HMS Heron, April 15. Will swop for any Portsmouth shore base and will consider any Portsmouth ship not deploying. WEM(C) Dennie Program destroys the state of the state

WEM(O) Dennis, Phoenix Fireground ext 4055 or HMS Excellent ext 7255/7282, draft-ed Phoenix Practical Training Unit, June. Will swop for any Plymouth shore base.

AB(R) R. Morgan, RFA Argus, BFPO 433, will swop for any Portsmouth shore draft to complete resettlement.

Deaths

A/LWTR Colin Brown, Flag Oficer Submarines, Northwood. December 24

Admiral Sir Rae McKaig KCB, CBE, deputy head of Polaris project in 1960s, Flag Officer Plymouth 1970-73, UK Military Representative to NATO 1973-75. Served in roruisers HMS Sheffield and HMS Berwick in Norwegian campaign and Mediterranean 1940-41, also destroyer HMS Foresight. Only officer to survive sinking of destroyer HMS Puckeridge, 1943. Member of assault group for Normandy landings and later commanded MTB 764. Jan 7, aged 73.

Vice Admiral Peter Van Dyck, Chief of Staff of Belgian Navy 1973-80; Commissioned in RNR in 1941, serving in minesweepers Ilfracombe and Lyme Regis; Navigating Officer of 2nd MS Flotilla on D-Day, Transferred the Belgian Navy after the war. Member of Algerines Association. Dec 7, aged 76.

Day, Transterred the Beiglan Navy after the war. Member of Algerines Association. Dec 7, aged 76.

Capt Johnnie Johnson CBE, CO HMS Bulwark 1974, 825 NAS 1955, HMS Ulster 1959, HMS Tartar 1967. Survivor HMS Dorchester, 1942; 59th LCA Flotilla, Sicily, 1943; HMS Calpe. Post-war: HMS Theseus, Glory (Korea). Aged 72.

Cdr Henry Pasley-Tyler CBE, served 1924-50. Ships: Coventry, Afridi, Rodney. One of best Navy golfers of his time. Aged 84.

Cdr Brian Moth MBE, survivor of sinking of HMS Cossack (LO3), CO HMS Cossack (D57), 1952-54. Member HMS Cossack (D57), 1952-54. Member HMS Cossack (D57), 1952-54. Member HMS Cossack (D57), 1952-64. Member HMS Cossack (D57), 1952-54. Member

George McIver, served 22 years. Dec 12, aged 92.
Vin York, ex-shipwright 1940-45. Ships:
Afrikander, Hawkins. Aged 76.
Lt Cdr Gurney Harris, member of HMS

Gordon Alfred Hornett, member of HMS Frederick Taylor, ex-LSTD, HMS Golden Fleece 1945-46, member of Algerines

Association, Sept 18. George Stephenson, ex-STD, HMS eruit 1943-46, member of Algerines esociation. Sept 30.

Albert Stroud, ex-AB, HMS Arcturus 45-46, member of Algerines Association. Reg Govus, ex-LTO, HMS Albacore 1942-46, member of Algerines Association.

Dec 17.

Arthur (Ted) Knowler BEM, ex-CERA
Collingwood Div, Fisgard 1943-47. Ships:
Anson, Belfast, Reward, Brighton, Phoebe,
Rhyl, Dec 3.

W. Dawson, ex-Mne, Chatham Div 1945,
HMS Ajax 1946-48, 45 Cdo. Dec 24, aged 68.
Charles Antony (Darby) Allen, ex-AB,
served 12 years. Ships: Newcastle, Eagle.
Member of HMS Newcastle, Eagle.
Member of HMS Newcastle (52-58)
Association. Aged 56.

David Bell GM, ex-PO Seaman/Gunner
1935-49. Ships: Royal Sovereign, Barham,

David Bell GM, ex-PO Seaman/Gunner 1935-49. Ships: Royal Sovereign, Barham, Nelson, Eagle, Served with distinction at Gibraltar. Nov 12.
P. (Dicky) Bird, ex-LS, ships included HMS Atherstone. Sept 23, aged 75.
Joe Roberts, member of HMS Sikh Veterans Association. Nov 26.
Adrian (Adge) Taylor, ex-Comms Branch. Ships: Cleopatra, Achilles, Diomede, Phoebe, Jupiter, Tenby, member of HMS

Tenby Association. Nov 28.

Pat Pattinson, ex-CERA, served 192954. Ships: Valiant, Abingdon, Eridge, Pembroke, Cambrian, St Angelo, Manxman.

Tom Forsey, served HMS Phoebe during WWII, secretary of Royal Naval Club, Chatham for 40 years. Dec 22.

Robert Alfred (Sam) Wix DSM, ex-CY, joined 1927. Ships: Frobisher, Queen Elizabeth, Warspite, Hostile, Intrepid, Illustrious, Smiter. Dec 1, aged 83.

Norman Newey, ex-Sig, 1942-45, member of Penelope Association.

George Beardwood, ex-PO Air Mech. in 808 NAS, member of Wartime Ark Royals Association.

Sidney Frank (Robbie) Roberts, ex-AB, rved 1949-66. Ships: Vanguard, Ulysses, MY Britannia. Dec 11, aged 70. J. Hammacott, ex-CERA,served 22

years. Aged 79.

David (Davy) Green, ex-OS, served 1941-46. Ships: Europa, Antrim, and in

Alexandria. Dec 1.

Ray Medlam, ex-Stoker Mech. Ships:
Euryalus, Orion, Newfoundland, Vanguard,
Diana, member of HMS Diana Association.

ASSOCIATION OF RN OFFICERS

ASSOCIATION OF RN OFFICERS
Lt Cdr A. J. D. Burdett. Ships: Newcastle,
Universal, Surf, Montdare, Tintagel.
Cdr A. H. Diack DSC. Ships: Ladybird,
General Botha, Penn, Sanderling, St Bride's
Bay, St Angelo.
Cdr B. H. Dunn. Ships: Southampton,
Grebe, Apollo, Queensferry, Ceres, Kenya.
Cdr Sir John Eardley-Wilmot Bt, MVO,
DSC. Ships: Hornet, President, Terror, and
DNAP staff.

Lt C. W. F. Hammond DSM. Ships: Crispin, Drake, Royal Prince, Mercury. Cdr (E) M. D. Hepworth. Ships: Devonshire, St Angelo; ASWE, DGW(N) and DSWB_exits.

Lt Cdr (E) W. A. Little. Ships: Newcastle, sterton, Mermaid, Sole Bay, Venus,

cnaei.

Cdr S. Richardson. Ships: Courageous, ake, Dorsetshire, Repulse, Pegasus.

Rear Admiral R. D. Roberts CB. Ships: nt, Exeter, Mauritius, President.

Kent, Exeter, Mauritius, President. Capt W. F. Skelton. Ships: Auckland, Charybdis, St Angelo, President. Capt (E) G. W. Tanner. Ships: Condor, Heron, Sultan.

Sailor of 1912 dies aged 100

FIRST World War sailor Len West has died at the age of

Len, joined the Navy in 1912 and apart for a spell of seven years in the 1930s, served until the end of World War II.

His early ships include the battleships HMS St Vincent and HMS Hercules.

In 1919 he was in the destroyer Winchelsea when she was sent to support White Russians in the Baltic. He later served in the Royal Australian

Capt H. A. Traill CBE. Ships: President, Ark Royal, Daedalus, Empress.

Cdr (E) H. W. Young OBE, VRD. Ships: Saker, Mercury II, President, Mercury, Leander; and ASWE.

ROYAL NAVAL ASSOCIATION

The deaths are reported of the following

The deaths are reported of the following shipmates:

Alf Walker, Edgware & Mill Hill, No.1 Area secretary since 1980; former Area social secretary and standard bearer; branch secretary 1974-81); former deputy branch standard bearer; chairman and vice-president, Area and National delegate. Held office in New Edgware branch of The Royal British Legion. Holder of Russian Convoy Medal. Dec 17.

Ron Parkin, Mansfield & District, former LSTD, 1950-58. Dec.

Francis Frederick Buckingham, Mansfield & District, ex-CPO Comms. Ships: Rodney, Exeter, Norlolk, ss Aguilla, Chance (D-Day), Caballa. Member of Algerines Association. Dec 26, aged 81.

George Evans, president Tenbury Wells. Ships: Penelope, MLRVs 2 & 4.

John Marsh, Widnes, ex-CPO. Ships: Arethusa, Ganges, Sutfolk, Impulsive, Vernon, Fitzroy, Perseus. Dec 18, aged 78.

Ernest (Dodger) Long, vice-president and life member Basingstoke, ex-Warrant Wardmaster. Served 1923-46. Ships included Hood. Dec 13, aged 94.

Harry Parkinson, founder member and

71.

Harry Parkinson, founder member and former secretary Stockton-on-Tees; former treasurer No. 11 Area. Ships: Caprice, Nelson. Aged 70.

Jack Kettle, Colchester, ex-PO. Ships included Glen Hurn. Aged 72.

George Cobbold, Colchester, ex-Stocker Mech, served 1943-54. Aged 75.

Walter Phillips, Portsmouth, Dec 27.

Ray Shervill, Portsmouth (ex-NAAFI), Dec 30.

Lt Cdr E. E. Gash, welfare officer, Boston. Served 1934-65. Ships: Iron Duke, Coventry, Nelson, Barham, Howe, Emperor, Ulster. Member of Barham Survivors Association.

Dec 20.

Sid Lee, Kingston upon Thames. Exstoker and former lieutenant SCC (TS
Steadfast), Ships: Leverton, Fenton. Aged 60.
Lt Harry J. Larner DSM, president Great
Yarmouth, ex-submariner. Nov 25, aged 78.

Robert Clarke Smyth, Uttoxeter & District, ex-Tel served 1942-47. Nov 30.

John Bullivant, standard bearer Peel and instructor with SCC unit TS Manxman.

William Stanley James Holdham, Grantham, served 1937-47. Ships: Emerald, Dragon, Curacao and LSTs. Nov 24, aged

Dragon, Curacao and LSTs. Nov 24, aged 74.

Lila Marshall WRNS, Skipton & District, served Dover WWII. Oct 30, aged 72.

Alfred Smith, Skipton & District. Ships included HMS Vesper. Dec 9, aged 74.

Michael (Mick) Nicholson, Wakefield. Ships: Sultan, Ark Royal. Dec 3, aged 53.

Lt Charles W. F. Hammond DSM, president and life member Wisbech, served 28 years. Nov 23, aged 75.

T. Wake, life member Darlington, ex-DEMS rating.

George F. Woollard, founder member Cromer, ex-LS. Ships: Wildfire. Royal Sovereign, Coastal Forces. Dec 27, aged 75.

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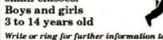
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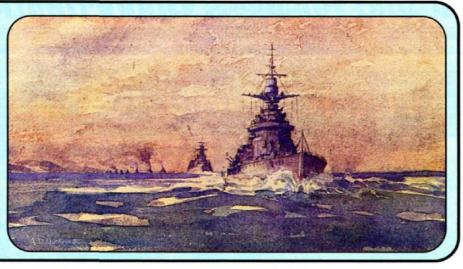
Join the Navy See the World... Differently



A SELECTION of 30 paintings by the artist Captain Arthur Duckworth will be on display in Salisbury next month.

The exhibition marks the 100th anniversary of Capt Duckworth's birth and will be held in the City's Medieval Hall on March 9 and 10.

His work includes many seascapes and historical sea scenes, notably the visit of HMS Carlisle to Tristan Da Cunha in 1937 and the surrender of the Italian fleet in 1943, pictured right.



New weather centre opens

THE FIRST section of the new Fleet Weather and Oceanographic Centre at Northwood has been officially opened by Commander-in-Chief Fleet, Admiral Sir Peter Abbott.

When fully operational in 18 months time the FWOC(R) system will be on line 24-hours a day, handling 2000 mega bytes of information from the latest satellite and electro-magnetic monitoring sources around the

Commander David Stanesby, Fleet Meteorological Officer said: "We are not just weather experts. My job is to advise the command on tactical exploitation of the environment above, on and below the water. I am interested in any environmental factor that affects the performance of ships, submarines and aircraft and their related sensors which could affect the Royal Navy's ability to fight.'

Somerset welcomes first CO

HMS SOMERSET, the new Type 23 frigate nearing com-pletion at Yarrow, has wel-comed her first CO, Commander Martin Westwood.

Commander Westwood, from Dorset, joined the Navy in 1977 and specialised as a helicopter pilot, flying Wessex, Wasp and

His most recent sea appointment was as the Commanding Officer of the mine counter measures ship HMS Hurworth.

Delivery

Commander Westwood told the 70 personnel standing by at Yarrows: "The first crew set the tone for the whole life of a ship, which may be 20 years or more.Getting it right is a major challenge for us."

Somerset is due to be deliv-ered to the RN at Plymouth in April where the remainder of her 185-strong ship's company will join her.

Birthday dinner

THE 21ST anniversary of HMS Herald's commis-sion was celebrated with a dinner in HMS Drake.

Ninety three serving and retired officers attended, including Rear Admiral GPD Hall and the ship's current CO, Commander IM

Asbestos campaign to reach Commons

THE CAMPAIGN to make compensation available to ex-Servicemen who contracted asbestosis more than nine years ago is expected to reach the House of Commons this month.

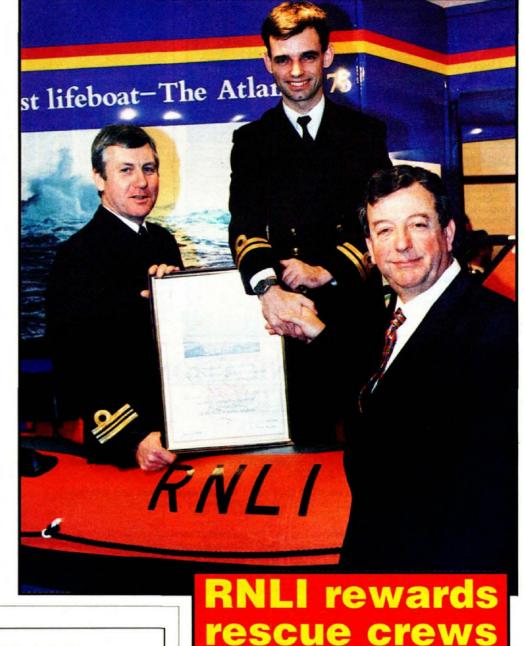
Fareham MP Sir Peter Lloyd plans to apply for an adjournment debate in an attempt to get the law changed. As it stands, Service personnel were in 1987 given the right to sue the Crown in cases of illness or injury.

However, the right does not extend to those who were injured or contracted an illness before 1987.

Against the odds

"Changing the law to be retrospective is fraught with difficulties," Sir Peter told Navy News. "I realise that I'm fighting against the odds, but I'm not totally pessimistic. I know other MPs think along the same lines, especially those who represent constituencies in Naval areas."

Sir Peter said that the cost of making the law retrospective would be limited as only a relatively small number of people have suffered asbestos-related illness as a result of their Naval service.



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Legion launches national helpline

THE ROYAL National Lifeboat Institution presented a special award to search and rescue helicopter crews at London's International Boat Show at Earl's Court.

Lt Cdr Len Mathews and Lt Bruce Morrison received the ward from Lord Wakeham, a member of the RNLI lanagement Committee, on behalf of both Royal Navy and

THE ROYAL British Legion is setting up a national helpline to meet the needs of Britain's 16 million ex-Service community.

The helpline will be run by a team of six operators and will deal with enquiries into the Legion's services, eligibility to state benefits, RBL membership, the whereabouts of Legion branches and other ex-Service organisations.

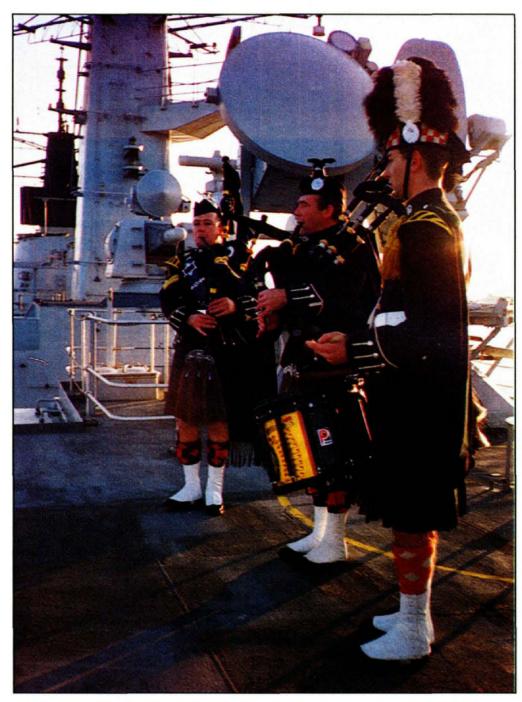
On line

The service comes on line on April 16 and the number, 0345 725725, and can be reached from anywhere in the country for the cost of a local call.

The helpline is being spon-sored by Tate & Lyle who, together with the Royal British Legion, celebrate their 75th anniversary this year.

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HMS CAMPBELTOWN invited pipers from the 7/8 Argyll and Sutherland Highlanders to join them on their three day visit to Hamburg.

Resplendent in their kilts and plaids, they provided an authentic Scottish feel to the Type 22 frigate's sojourn as guest of Germany's biggest city and port.

Local press attention was also directed at her sole female officer – Lt Debbie Hitchings, dubbed the 'Blond Blitz'.

Despite the freezing weather, the Campbeltown received a warm welcome at all levels, exchange visits including shipbuilders Blohm and Voss – who built the Bismarck – and the German Military University.

Surviving the course

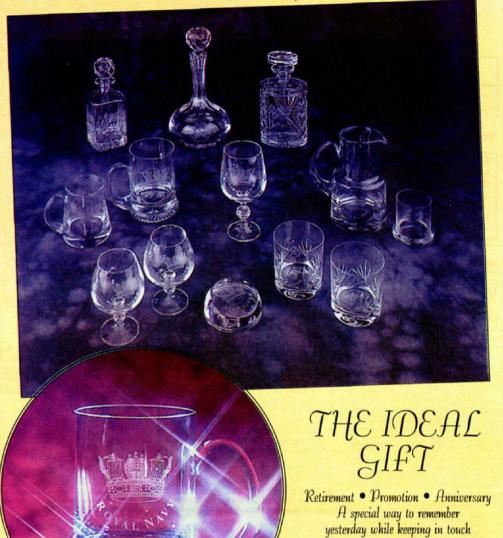
AS PART of their New Entry routine, 22 undergraduate midshipmen RNR were taught liferaft procedures at Robert Gordon's Institute of Technology Survival

RGIT – designers of the RN helicopter dunker at Yeovilton – has close links with the Aberdeen Universities' Royal Naval Unit.



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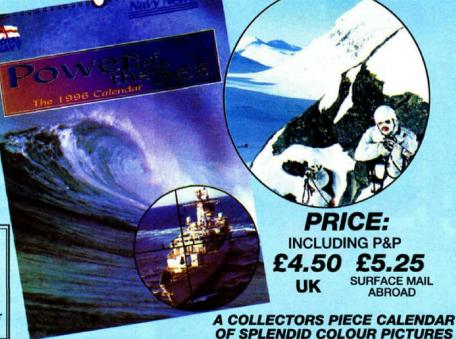
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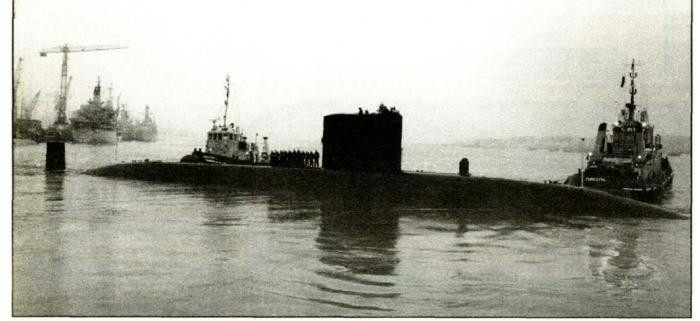
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Not so bright and early . . .

A BLEAK winter's morning at Devonport as HMS Triumph departs on patrol – no doubt hoping for a more cheerful return. . .

a more cheerful return...
In 1993 she completed the longest-ever solo deployment by an RN nuclear submarine – 46,700 miles, 41,000 of them submerged.



Lottery windfall for tank engine

'SINGAPORE', the locomotive once used in the RN Dockyard there and captured by the Japanese in 1942, has a new head of steam with the award of £42,250 from the National Lottery Fund.

Bullet and shrapnel marks can still be seen on the boiler of the little Hawthorn Leslie 0-4-0 saddle tank engine which returned to Britain in 1953 after 17 years in the Far East.

It carried on working at Chatham Dockyard until 1972 when it was sold for preservation to the South Eastern Steam Centre at Ashford. When the Centre closed in 1978 it was bought by the Market Overton Industrial Railway Association and eventually found its present home with Rutland Railway Museum, Cottesmore.

Now £56,350 is needed to restore 'Singapore' to operating condition – its boiler certificate expired in 1994 and it needs major repairs if it is to be maintained as a working memorial to the Far Eastern POWs as the museum intends.

Musem chairman David Atkinson told *Navy News*: "Our volunteer members are delighted that the Fund has recognised the unique historical links between 'Singapore' and the war in the Far East.

East.

"Many hours of hard work now lie ahead for them – but the challenge will be met in the same spirit as that shown by those former POWs of the Japanese."

Anyone willing to help with the preservation work carried on at the museum, including the 'Singapore project, should contact David Atkinson on 01223 317617.

Below: 'Singapore' with survivors of the infamous Burma-Siam railway who visited it when it was on loan to the Imperial War Museum at Duxford in 1993.

Chatham is the model choice for Victory –

A 25ft model of HMS Victory built for a Hollywood film 55 years ago is to go on permanent display at Chatham Historic Dockyard

The model, constructed for the movie Lady Hamilton, starring Laurence Olivier and Vivien Leigh, has been kept at the US Navy's training centre at San Diego.

When members of Long Beach branch of the Royal Naval Association heard that the centre was to close they stepped in to rescue the model for Britain. Chatham's bid for the replica

Chatham's bid for the replica was accepted and it may now go on show there as early as next month.

Giving Portsmouth's reaction to the choice of Chatham, the commanding officer of HMS Victory, Lt Cdr Mike Cheshire, said it was sensible. "We have no need of a model when we have the real thing here," he said. "Victory was, after all, built at Chatham. It is only right that they should have the model so that people there can get a taste of what a wonderful ship Victory is."

• Ship timbers from the 18th century have been found during restoration of the wheelwrights shop at Chatham dockyard. The 169 re-used timbers are thought to have come from one ship, but although HMS Victory was refitted at Chatham in the late 1700s the curator and keeper of the ship, Mr Peter Goodwin, said it was "very unlikely" that they had been removed from her.

but Nelson books were stolen by mistake

POLICE fear that irreplaceable diaries kept by one of Nelson's men may have been destroyed by thieves who stole the bureau in which the books were locked.

The three volumes written by Nelson's master gunner in 1818 were taken by burglars who raided a house in the Northumbrian village of Whickham soon after Christmas.

The diaries have never been valued, but they are believed to be worth many thousands of pounds.

worth many thousands of pounds.

Describing the theft as a tragedy, their owner, Mr Gordon Scullard, told Navy News that the books were beautifully illustrated in line and wash drawings. Mr Scullard, a descendant of the author, said the text of the diaries

was published in 1903 in a book entitled A Mariner of England – although he did not have a copy.

"The thieves just did not know what they were taking," he said.

Mr Scullard shares the police's fears that the diaries may have been destroyed. A spokeswoman for the Northumbria force said they had circulated descriptions of

the stolen items to antiques deal-

ers.

"But as far as the diaries are concerned there is a distinct possibility that once the thieves discovered them they may have thrown them away or destroyed them as they couldn't very well sell them."



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ARTISTS SHOULD READ THIS!

In spite of the enormous pressure of work in the services today there must still be people who find or make the time for their favourite recreation — all work and no play . . . ! If this happens to be drawing, painting or sculpture the Armed Forces Art Society exists to help.

Founded in 1925 the Society holds an exhibition in London every year where about 400 works go on show and a good number are sold. This brings together the artistic talent of serving people and their spouses with the work of ex-service artists many of whom have turned professional. This mix provides a wonderful opportunity for learners — aren't we all? — to develop their talent. Hints, tips and advice are always available and more formal tuition can be arranged.



The next exhibition takes place from 30th May — 7th June 1996 at the National Army Museum, Chelsea. Don't miss it!

If you or your spouse draws, paints or makes sculpture and would like to know more about the Society or would just like to see the show, please fill in the coupon below and return it to the Secretary.

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New safety plan for submarines and fishermen



A REVISED Code of Practice governing the conduct of dived submarines in areas frequented by fishing vessels was launched last month by Armed Forces Minister Nicholas

The Code of Practice was first introduced in November 1993 after extensive consultation with representatives of the fishing industry.

It is the main item in a package of measures intro-duced in the aftermath of the loss of the Antares and her four crew in 1990, to ensure that dived submarines and fishing vessels can operate safely in the same

Key amendments to the Code reflect the designa-tion of a Royal Navy Fishing Vessel Safety Ship dur-ing exercises which involve dived submarines and sur-face naval vessels and the appointment by the RN of a Fisheries Liaison Officer.

Said Mr Soames: "I am delighted that agreement

on the revised Code of Practice has been reached with

the fishing industry on this very important matter.

"Fishermen can now go about their business all the more confident that dived submarines complying with it will pose no danger to them.

Constructive

"There has been a very real improvement in rela-

tions between the fishing industry and the Submarine Service of late, and I am most grateful to the fishermen's representatives for their constructive approach and their, contribution in reaching a mutual under-

 Armed Forces Minister Nicholas Soames hands over the revised Code of Practice of Dived Submarine Operations to Cecil Finn, president of the Scottish Fishermen's Federation (centre) and Patrick Stewart, Secretary of the Clyde Fishermen's Association.

Horsea dives to new heights

THE NEW Defence Diving School and Fleet Diving Headquarters was opened by Second Sea Lord Admiral Sir Michael Boyce at Horsea Island, Portsmouth last

VIPs in

TWO GULF ships have lately received ministerial visits.

HMS Bulldog, on a six month survey operation, welcomed Defence Michael Secretary Portillo on board at Dubai where he was briefed on the new Service which displays the Admiralty Chart on a computer screen.

Armed Meanwhile Minister **Forces** Nicholas Soames paid a surprise call on HMS Chatham at Bahrain, hosting a dinner for the Chief of the Bahraini Navy and the Deputy Chief of the Armed Forces who is also the Country's Defence. country's Defence who pro-Minister fessed "extremely impressed with such a capable, smart and comfortable ship".

The new school will combine RN and Royal Engineers Diving Training.
Said Admiral Boyce: "It is a magnificent facility that has been been become designed and built for purpose designed and built for diving training and as a base for operational diving units. Diving now has a superb centre of excellence.

It was not only a cornerstone for the future of diving training but also lent itself admirably to Flag Officer Training and Recruiting's initiative to embark on a commercial partnership, he

The Diving School's facilities would be very attractive to the partner and his prospective cus-

Converted

The decision to combine the two schools resulted from the closure of HMS Nelson (Gunwharf) and the need to find a new home for Diver Training.

Existing buildings at Horsea have been refurbished and converted with some new building capitalising on the existing diving

training facilities there.
The new organisation will have three training wings (Navy Diving, Army Diving and Common Training); a technicalsupport wing and an administration wing and will expect to train nearly 2,000 students a year.

It will be commanded alternately by an RN commander and an Army lieutenant colonel.

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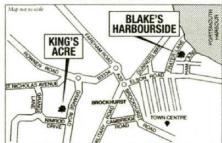
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Redwin's try proves crucial

JUST A month after seeing a winning lead snatched away from them at the Varsity Match by Light Blues Cambridge, a strong Oxford side with two internationals were given the same treatment by the Navy Blues, writes Cdr Jonathan Dingle.

The match under United Services

The match, under United Services RFC's floodlights at Burnaby Road, Portsmouth, saw a near full strength Royal Navy side stage a final gasp recovery with two thrilling tries to win 16-12.

This was a fine team performance by the Navy, who came together in the second half to produce outstanding running rugby involving three-quarters and forwards.

There were very good displays from the

two half backs, Monk and Fletcher, but the man of the match was Navy flanker S/Lt Roger Redwin (Dryad). Tall, fast and per-ceptive, he scored a crucial try running in a superb move which broke the powerful and

committed Oxford defence.

But there were other very encouraging features too: pace on the wings, good ball handling and solid tackling in the centre and robust scrummaging. The forwards did very well, on the flanks and in the tight five, to match and exceed Oxford's mobile pack. to match and exceed Oxford's mobile pack, lead by two Canadians with World Cup

rugby experience.
Navy selector Major Steve Hughes was very pleased. "We need to cut down on the silly penalties and concentrate on what we are good at - fast, running and attacking

rugby. This is a great basis on which to launch our attempt to retain the Inter-Services Championship at Twickenham on

The selector's comments on technical indiscipline were restrained. Although many sections of the crowd thought the refthere was no foul play whatsoever, the home team gave away some 30 penalties for minor infringements. But overall it was a great performance.

Burnaby Rd saw some truly bizarre ref-

ereeing the previous week, however, when a Navy A side were fighting back towards winning their match against Combined London Old Boys. Although 24-6 down at half-time, the experimental Navy team

were outlasting CLOB and had scored two

were duting tries playing 15-man rugby.

With 10 minutes left, CLOB's heads were down when, inexplicably, the referee blew his whistle for full-time. It was, nevertheless, a good occasion and a further building block for Twickenham.

Tickets are selling well for Twickenham and a record 25,000 crowd is expected. Ships, units and establishments hoping to get coaches, minibuses or cars into Twickenham need to talk to RNRU secretary Clive Lambshead immediately (PNB ext 24193) re ticket availability.

 Twickenham-goers are also reminded of the AFFAS Silver Salver award for the best coach/minibus/tent in the March 30

Round-up

CREWS from Plymouth, Portsmouth Yeovilton, Portsmouth Lympstone, Bath and Dartmouth competed in the 1995 Plum Pudding Regatta, rowing a three-mile stretch of the River Dart.

The race, which was originally held on the Thames, is handicapped so that all crews should cross the finish line at the same instant!

Conditions were ideal for racing. With families and supporters — including Vice Admiral Sir Robert Walmsley and Lady Walmsley — cheering from a Britannia Royal Naval College picket heat Naval College picket boat, nine coxed fours competed for the coveted Plum Pudding Blade, awarded to the fastest

crew.
Plymouth were first across the line in a time of 10.29 to claim large plum puddings, but the Bath A crew, second last to start, overtook six boats to win in a time of 9.38. Portsmouth were second (10.22) and Plymouth third. Heron beat Portsmouth to

win large plum puddings for the fastest ladies' crew. Following the AGM of the RN and RM Amateur Rowing Association, Lady Walmsley presented the trophies, including the Ridley Blade, given to S/Lt Andy Clarke for his support of Plymouth Command rowing during the closure of Manadon.

Celebrations continued

Celebrations continued with the annual dinner, held in the gallery of the senior gunroom, at which the retir-ing vice chairman, Cdr John Davis, reminisced over past successes of the Association, which formed in 1964.

RN (YOUTH) chalked up their first win in the Home Counties Youth competition with a stylish

Youth competition with a stylish 1-0 victory over a skilful Kent team, which they had pressed from the kick-off, writes WOWTR Rod Lewis.

Kent's controlled approach play was frustrated by the impressive Navy defence, superbly lead by team captain OM Atkinson (Dryad).

With RO Ball (Warrior) leading the forward line, the Navy team always looked dangerous on the break. Following good work by Mne Dundas (45 Cdo) and OM Smith (Dryad), the Kent defence was left flat-footed by the early cross from Mid by the early cross from Mid Heaword (Newcastle URNU) that Ball met with his right foot, giving the keeper no chance. Roused by the Navy goal, Kent flooded forward and creat-ed a couple of half-chances, but AB Hadlow (Sultan) deputising

AB Hadlow (Sultan) deputising in goal for the regular keeper, dealt with them smartly.

The stalwart Navy defence held out and the young sailors were, in fact, unlucky not to increase their lead when Dundas shot over from close range.

ABA NATIONAL Semi-Finals (South) 1996 will be held in HMS Nelson gymnasium on Tuesday, February 20th. All seats cost £7 and are avilable from the ticket office on 01705 724151. The London Champions v

Combined Services Champions volume to the control of the control o

11Ckets for that event cost £10 for adults and £5 for senior citizens and under 16s. They are available from London ABA, 58 Comber Grove, Camberwell SE5 0LD. Tel 0171 252 7008.

WHATEVER aspect of the whatever aspect of the sport of cycling appeals – road, MTB, track, triathlon – the Royal Navy and Royal Marines Cycling Association can help you make the most of it. So whether it's racing or training you're after, advice on equipment or shop discounts, why not join the BCF-affiliated RNRMCA? The man to contact is the general secretary, Lt Gavin Edward, The Wardroom, HMS Collingwood, Fareham PO14 1AS. Telephone (01329) 828733.

HERON DENY MARINES A THIRD TITL

A SUPERB Navy Cup Rugby final took place between HMS Heron and RM Stonehouse HQ and Sigs, writes POPT Kev Bowen.

AEM Nigel Starr got the ball on the wing. He chipped over the top of the Stonehouse defence and ran in to score.

So it was 8-6 to Heron at half

Stonehouse managed to

hold off the airmen in the face

of intense pressure as the second half got underway,

but not before Heron were awarded a scrummage, which they won. Their backs were

released, but again were denied by Stonehouse's committed tackling.

Again they came back at the Royals by winning a line out in the 68th minute deep in their 22. The post breakdown

their 22. The next breakdown resulted in a five metre scrum. Heron scrummaged

hard, took their own ball and

put the shove on.
After excellent work by the

forwards, POSTD Skinny Jones picked up and dived over to make the score 13-6.

The play then changed ends and Heron found themselves subjected to strong

pressure. They withstood it, however, and their 13-6 victo-ry denied the Royals a third

successive hold on the covet-

ed Navy Cup.

As predicted, Stonehouse started with some excellent running rugby, which resulted in Heron giving away a penalty, duly converted by Cpl Livingstone, in the first 10 minutes.

Heron were looking shaken when they conceded another penalty 15 minutes before half-time. It was again converted to make it 6-0 and it looked as if Stonehouse were

running away with the game. Then Heron's forwards won the ball in a line out and the resulting maul saw the Stonehouse forwards come in from an offside position, giving Heron a penalty, which was converted by AEM Pipe.

Taking charge

From this point Heron's forwards took charge of the game, but good all-round defending by the Royal Marines denied them an all-

important try. Late in the second half Heron won their own ball at the scrummage and released their backs from just outside

the Stonehouse 22.
Good handling ensured

Turnabout in Fleet's fortunes

GROUP A opening match of the Inter-Command Squash Championship at HMS Temeraire saw the Royal Marines beat Ply-mouth by 3 ties to 2, but not without the shock defeat of RM No 1 Capt Stuart James by CPO Chris Dungate, 3-2.

The Marines went on to beat Naval Air 5-0, who in turn beat Plymouth 3-2. This latter match saw fine wins by Under 25 players, AEAs Draper and

Overwhelming

In Group B Scotland beat Portsmouth 3-2 and then lost to Fleet 4-1. Fleet went on to overwhelm Portsmouth 5-0, winning on the

On the second day Portsmouth took fifth place by beating Plymouth 4-1 and Scotland took a convincing 5-0 victory over Naval Air to settle third and fourth places. The final, between the Royal

Marines and Fleet, produced some very good squash and some close. hard-fought matches. Fleet, wooden spoonists in these championships just last year, completed a remarkable transformation by winning the match 4-1 and taking the title.

WELL DONE **PAUL** DUNN

TEAM-MATES have been paying tribute to a fellow player whose career started before many of them were born – CPOAEA Paul Dunn (Heron) has embarked on his 34th year of Service rugby.

Paul, Heron's open side flanker, first represented Naval Air Command and the Royal Navy in 1963. He was selected for Combined Services the following year and toured the USA and Canada with them in 1965.

Capped

He won the first of his 13 Royal Navy caps in 1974 and he captained the side from 1975 to 1980, winning or sharing the Inter-Services Championship three times.

He captained Combined Services from 1976 to '79, being named RN Sportsman of the Year in 1977, an award he accepted on behalf of Navy

Paul has made it known he has no plans to hang up his boots -yet - and he continues to give the sport as much commitment and enthusiasm every Wednes-



Above: CPOAEA Paul Dunn shows off the tro-phy and his winner's medal after Heron's Navy Cup final victory.

day afternoon as he ever did.

His next representative match will be the RN v RAF Over 35 game, warm-up match to the Army v Navy fixture at Twick-enham on March 30.

His fellow players, both past and present, from HMS Heron would like to thank him for all he has done for them and for Service rugby and wish him all the very best for the future when he leaves the Royal Navy at the end of this year.



GOLDEN oldies Micky Skinner, Mike Rafter, Dusty Hare, Peter Win-terbottom, Bob Hesford and David Trick will be taking centre stage in Portsmouth next month.

Portsmouth next month.

All six former internationals have confirmed they will be turning out for an England Classicals side against the Navy Veterans at the United Services Sports Ground on Wednesday, February 21 (1930 hours) to raise funds for the British Olympic Appeal.

Organisers are also hoping to encourage "Rugby Special" presenter John Inverdale to represent the Navy side for the second time this season. He guested for the Veterans against Devonport Services in November's curtain-raiser for

ember's curtain-raiser for the inverdale Trophy be-tween US Portsmouth and their Plymouth rivals.

Demonstration

youngsters from US, Gosport and Fareham, Havant and Portsmouth RFCs, will be demonstrated before the main game.

Organisers are confident the list of star names and the chance to meet players after the match will attract a large crowd. Entry will be via the purchase of a programme – adults £3 and children £1 – each marked with a raffle number. For further information about the event talk to the organisers at Portsmouth Staff Recreation Office 01705 724150 or 01705 724153; or Portsmouth Naval Base ext. 24150/24153.

Junior rugby, involving bungsters from US,



otain of HMS Dryad, presents the Portsmouth area Supply and Secretariat Olympiad Shield to LCK Andy Bracking, captain of the victorious HMS Dryad team.

SUPPLY BRANCH TAKES A SLICE OF THE ACTION

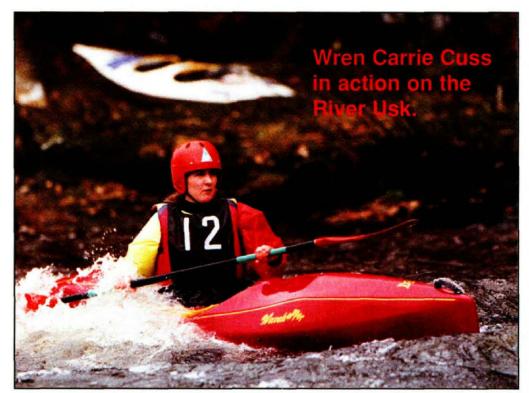
USUALLY desk-bound personnel were encouraged to get up and have a go in the first combined Portsmouth area Supply and Secretariat Olympiad, held at HMS Dryad.

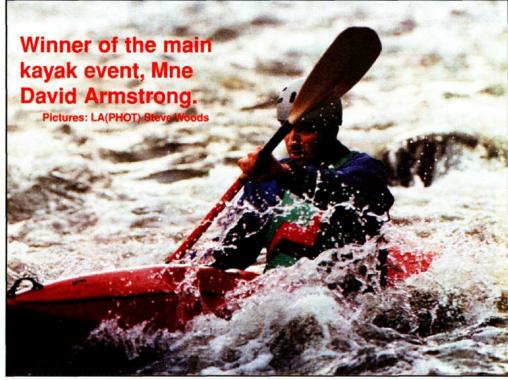
The response was excellent - more than 150 competitors took part in a range of sports, including seven-a-side football and hockey. There were also more light-hearted events, such

as the Horse and Whip equestrian challenge, held at

the Naval Riding Centre, and sumo wrestling, conducted under normal RN sumo wrestling rules!

Competition from Collingwood, Sultan, Nelson, Excellent and Dolphin was fierce, but the home side of Dryad won by a narrow margin.





WELSH RIVER RISES TO THE **OCCASION**

A LACK of water in October when they should have taken place forced the delay of the Royal Navy Wild Water Racing Championships until the end of the year.

The wait paid off, however. Water levels on the River Usk in South Wales were satisfactory throughout the weekend chosen and all the paddlers had a good time.

The main kayak event was won by Mne David Armstrong (45 Cdo), who covered the six kilometre course in a time of 14.04 minutes. The RN Women's event was won by Wren (EW) Carrie Cuss (Dryad), who finished the course in 18.09 minutes.

Thanks go to the sponsors of the event, the outdoor pur-

suits firm Cotswolds Camping Ltd and the West Mid-lands Canoe Centre. The prizes they supplied to win-

ners were much appreciated. Thanks are also recorded to Sgt Paul Farr RM for his efforts towards organising the event.

the event.

Next major competition is the Inter-Service Championships, to be held at Sanquhar in Scotland, February 14-18.

It is hoped the Navy will have a strong team and give the RAF and Army a good race for the title.

<u>Sport</u>

PAY OUT!

More cash for sportsmen and women SINCE September 1991 the Sports Lottery has been making a major contribution to the Sports Fund, primary source of finance for all Royal Navy and Royal Marines sport. Each year some £150,000 is paid out by the Sports Lottery to sports associations, ships, established

lishments and Commands to enable sailors to take part in sport and adventurous training activities and to help them keep fit. Along

the way over £1 million has been distributed in prizes.

Neither opposition from the National Lottery nor the falling size of the Navy has halted the Sports Lottery's success.

Now, to ensure maximum ben-

grass roots, the RN and RM Sports Control Board has approved a DNPTS proposal that more money be made available each year for sportsmen and women, particularly those in front-line units.

For the first time there will be what is intended to be an annual grant to all ships and submarines in operational service and to

this will be equivalent to half the annual grant made by the Sailors' Fund. It may be used to buy sports kit and equipment, and to

support teams and individuals.

There will be a 60% to 70% increase in commissioning grants, and ships and submarines coming out of an extended refit

or docking period may recieve a "recommissioning" grant.

The increasing popularity of cardio-vascular equipment, such as rowing ergometers and exer-cise bikes, is fully recognised, as is their value, and this has recent-ly resulted in a publicly-funded issue of this equipment to all ships and submarines. Further bids for such equipment will receive high priority.

Navy car joins the

A TEAM representing the Royal Navy Motor Sports Association successfully com-peted in the Network Q RAC Rally, final round of the FIA 1995 World Rally Champ-ionship, won by Britain's Colin McRae.

Lt Cdr Rory McNeile (BRNC) and co-driver Lt Paul Johns (Culdrose), driving a Peugeot 106 Rallye, were making their debut at international level after a successful season competing in the national Peugeot Cup rally championship.

Puncture

Starting the tough 1,500 mile route in determined manner they immediately struck trouble, puncturing a front tyre on the first stage at Tatton Park and later the same day running out of fuel at Donnington due to a faulty fuel gauge.

Fortunately the incident occurred close to the end of the stage and it was possible for the crew to push the car to the finish and refuel in the adjacent service

Even so, a significant time penalty was incurred and by the end of Day One the team were 166th overall and 14th in class.

The second day was a 450-mile loop up to the Scottish Borders, through the Lake District and back to Chester. It included the longest special stage in this year's Championship, the 37-mile Pundershaw Stage in North-umberland's Kielder Forest.



Lt Cdr Rory McNeile and Lt Paul Johns in a Peugeot 106 Rallye at Chatsworth Park competing on Day One of the Network Q RAC Rally. It wasn't to prove an easy day for either car or crew. Picture: Speedsports (Ruthin).

The team set second fastest time in class on this stage and others throughout the day to finish eighth in class, 122nd overall.

Consistent

The final two days consisted of two 400-mile loops in Wales. Consistent speed and reliability from the car saw the crew reach

the Chester finish fifth in class and 82nd overall out of an initial field of 200 starters.

The support crew – POs Nick Stairmand, Jim Holtham, Jim Abbey, Peter Hopkins, CPOs Mick Lawless and David Hudson, and LAEM Phil Nourse, all from RN air station Culdrose, gave vital back up.

Culdrose – gave vital back-up. During one of the more than

20 service halts throughout the gruelling four-day event they completed a front suspension change in 20 minutes.

Garrards Cup

With their strong finish the team won the Garrards Cup for the best-placed HM Forces crew; quite an achievement for the Navy in an event more usually considered an Army preserve.

Thanks go to all sponsors -The RN and RM Sports Lottery, Carrs of Helston, RNMSA, Nullifire, Premier Cola, JAG Communications, Yokohama Communications, Yokohama Tyres, RNAS Culdrose Welfare Fund, Naafi and Torex Hire. Without them the team would not have been able to compete.

Added bonus

Grants to Commands will be increased by 50% for use at grass roots level and to develop existing talent there will be a new coaching grant, to be adminis-tered through sports associations and Commands. The associations will also receive an added bonus their annual grants are to be boosted by up to 10%.

Overall, the extra cost of these measures will be £150,000 to £200,000 annually. It is expected that this level of additional funding can be sustained into the foreseeable future, but it de-pends, of course, entirely on the level of support given to their lottery by RN personnel. Advertisers of the National

Lottery use the slogan "It could be you", but how many people do you know who have won more than £10? You have a much better chance of a win on the Sports Lottery. Get down to your UPO or PT office, fill in an entry form and join up if you are not already a regular punter. Give yourself a chance to win one of the six weekly prizes of £2,000, £1,500, £500, £250, £150, and £75.

And don't forget that in the last lottery week of each month all prizes are doubled. Be in to win! Details of the lottery are contained in DCI RN 107/95.



Big score for Brave

Continued from page 1

had broken its shaft six days before. They had no communications equipment and no protective clothing. No one had been aware of their plight until Brave's aircraft spotted them by

All four - three brothers and a cousin - were taken on board the ship, given food, water, adequate clothing and were given a medical check-up by the Brave's medical officer.

"Their chances of survival were really quite slim with no food, water or shelter," the ship's Commanding Officer, Cdr Tony Johnstone-Burt, told Navy News. "However, they were medically examined and were well enough to be transferred to a Jamaican patrol boat for their return journey home.

When not chasing drug traf-fickers and rescuing fishermen, Brave has been strengthening RN links with Bermuda Maritime Museum by presenting the Battle Honours board of the wartime cruiser HMS Bermuda.

The board was handed over on behalf of Mr T. W. Ferrers-Walker, a former member of the old ship's company. It will now accompany the Bermuda's battle ensign which flies over Bermuda cathedral.

• Brave's sit-up marathon - P10

CRACKS POSE NO THREAT TO FRIGATES

MODIFICATIONS have been incorporated into the design of Type 23 frigates to strengthen them against minor cracking in their steel structures.

During construction of HMS Norfolk, accepted into service as the first ship of the class in 1989, it was found that there was a need for additional stiffening in the deck structure at the forward end of the hangar.

Minor cracking is not unusual, particularly in the intricate structure of a warship subjected to random-ly-varying sea loads, says the Ministry of Defence.

"Such cracking has occurred in previous classes of RN warship and many foreign ones as well. This is not usually a matter of immediate concern."

In the case of HMS Norfolk, construction had advanced too far for the additional steelwork to be fully incorporated. But as the lack of it posed no risk to the ship or personnel, the £100,000 modification was not carried out until the ship's first docking period in 1993.

All later ships of the type were built with the modification. Cracking has occurred in some of the ships in a variety of areas, but the faults have been of such a minor nature that they have had no impact on safe-ty or the frigates' ability to perform their duties.

Modifications

Repairs have been conducted as part of normal upkeep, and further modifications - which are desirable but not essential for the safety of ships and per-sonnel – have been incorporated into the design of future ships of the class, say MOD.

vy pilot is Top G

A FLEET Air Arm pilot has proved himself Top Gun in a competition fought out in the cockpit of the Eurofighter years before the aircraft is due to enter service.

Lt Kevin Seymour of 899 Naval Air Squadron pitted his wits against another three of Britain's top pilots during a demonstration of a new computerised training system simulates Eurofighter.

In a fast and furious dogfight Kevin, who has flown Sea Harriers over Bosnia finally downed the RAF's pilot Flt Lt Sandy Gordon, a Gulf War Tornado pilot, to win the



Top Gun title. The other pilots who took part came from British Aerospace and British The four battled it out in the

stem's "immersiv bat environment" which integrates 3D graphics and the latest polygon mapping techniques to create levels of realism never before experiences in combat flight simulation.

NATO contract

The competition was arranged by the British firm Digital Image Design, producers of the new TFX:EF2000 system. The system is regarded as

the most advanced program of its kind and has won a NATO contract for Eurofighter pilot training.



Lt Kevin Seymour of 899 NAS in the Eurofighter simulator

THE LAST wooden-hulled harbour launches in

Portsmouth naval base have been pensioned off.

Launches of this design, originally steam-powered, have been in service with the Royal Navy in ports around the world since the days of the Imperial Fleet.

They are the last survivors of a line which operated every day, without a break, since the 1930s and throughout World War II, when many were involved in the evacuation of Dunkirk.

The mahogany-hulled launches of this type represent the last coal-burning vessels in the Royal Navy, the coal being used for the cabin heating system!

Rig explosion kills Gulf War veteran

A FORMER sailor who served on board HMS Herald during the Gulf War died after an explosion on board a North Sea gas platform just before Christmas.

Glynne Parry (40) was working as an engineer on the exploration rig off Great Yarmouth when he suffered severe head injuries in the blast

on December 19. He died in hospital the next day.

Ex-CPOMEA Parry served in the Gulf War in HMS Herald, finally being drafted to HMS Drake before leaving the Navy in September. He was married with a three-year-old daughter.

HMS Alderney has taken over the high-profile patrol of the socalled "Irish Box" fishing ground from her sister-ship HMS Lindisfarne, the first Royal Navy fishery protection vessel to police a new agreement in the area.

From January 1, the agreement permitted Spanish vessels greater access to British fisheries, and under the eyes of the news media Lindisfarne was deployed to ensure the observance of new regulations which tighten up the recording of fishing activities.

Troubleshooter

She was also there to prevent trouble between boats of different nationalities – something which had been widely predicted but which did not occur throughout the ship's ten-day patrol.

Up to mid-January few if any Spanish vessels had entered the Irish Box, mainly due to poor weather and the New Year holiday. Lindisfarne, under the command of Lt Cdr Nicholas Murphy, spent

much of her ten-day patrol in the Celtic Sea between Cornwall and Eire, but also ranged further afield to monitor Spanish trawlers in their traditional grounds far out in the South-West Approaches.



CASH PRIZES TO

A specially devised Navy News Monthly Quiz is featured in the 1996 Navy News Calendar. Readers of Navy News and users of the 1996 'Power of the Sea' Calendar are invited to take part in the Quiz with the winners receiving prizes donated by Navy News

Each monthly leaf of the 1996 Calendar poses a question, the answer to which is revealed by possessing a knowledge of naval matters or careful reading of the Navy News 1996 Calendar. Test yourself and pay careful attention to each calendar leaf! The questions will be reprinted in Navy News for the appropriate month (February question shown here).

Each monthly issue of Navy News throughout 1996 will contain an entry form for that month's question.

DO NOT SEND YOUR ENTRY IN YET!

When all twelve original entry forms have been completed, contestants should submit them together in one envelope to arrive at the offices of Navy News not later than 31 March 1997.

Entries with all twelve correct answers will be entered in a prize draw conducted at Navy News offices in April 1997. Winners will be announced in the May 1997 issue of Navy News. The first name drawn will receive a prize of £300. There will be a prize of £100 for the second name drawn and eight

further consolation prizes of £25. Feb '96 So just for fun, test your knowledge of naval

Ouestion What was the platform for the first RN Sea King Helicopter deck landing on a

matters and win yourself a prize.

Write your answer here

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